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NATIONAL TRANSPORTATION SAFETY BOARD

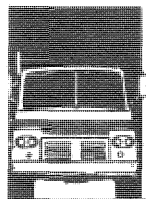
WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 3 OF 1985 ACCIDENTS



NTSB/AAB-86/17



UNITED STATES GOVERNMENT

TECHNICAL REPORT DOCUMENTATION PAGE

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				14. Sponsoring Agency Code	
15. Supplementary Notes					
16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1985. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident. File Numbers: 0401 through 0600					
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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 3

CALENDAR YEAR 1985

File Order Listing - Issue No. 3, 1985

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
401	8280H	060785	RIVERTON, WY	CALLAIR	A-9	MINOR	398
402	3569G	060285	MICHIGAN, ND	INTERMOUNTAI	CALLAIR A-	MINOR	270
403	2669K	060885	ALBUQUERQUE, NM	LUSCOMBE	8E	NONE	286
404	7259P	061385	CLEARFIELD, UT	PIPER	PA-24-250	NONE	382
405	49926	051985	GRAND JUNCTION, CO	BOEING	A75N1	NONE	134
406	3561G	052785	BLUFF, UT	PIPER	PA-28-181	NONE	380
407	2282R	061385	MOAB, UT	CESSNA	T210J	SERIOUS	384
408	2491A	060285	CUT BANK, MT	PIPER	PA-18-135	NONE	258
409	5099C	060785	CHINOOK, MT	BEECH	B35	NONE	260
410	47822	061485	SUNSPOT, NM	CESSNA	152	SERIOUS	290
411	6674K	070185	PLATTE, SD	GRUMMAN	G-164	NONE	342
412	2312U	061785	CLOVIS, NM	AIRTRACTOR	AT-301	NONE	292
413	31223	021985	HOUMA, LA	SIKORSKY	S-76A	MINOR	228
414	60885	021985	HOLMWOOD, LA	BOEING	A75N1	MINOR	230
415	2916R	021785	AUSTIN, TX	CESSNA	310G	NONE	366
416	47665	022385	BOERNE, TX	TAYLORCRAFT	BC12-65	NONE	368
417	61243	022585	BROKEN BOW, OK	CESSNA	150J	NONE	320
418	40HB	022485	ADA, OK	THORPE	T-18	SERIOUS	318
419	4679B	030585	LOCKHART, TX	CESSNA	180	NONE	370
420	5526H	030685	KOSSE, TX	CESSNA	152	NONE	372
421	23L	032585	EAGLE LAKE, TX	PIPER	PA-31	NONE	376
422	53064	013185	BELLE CHASE, LA	CESSNA	A185F	NONE	224
423	2222G	020385	COVINGTON, LA	CESSNA	182A	NONE	226
424	8418V	020185	STOCKDALE, TX	ROCKWELL INT	S-2R (THRU	NONE	358
425	5796A	020485	SABINE PASS, TX	AEROSPATIALE	AS 355F-1	NONE	362

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426	68422	020285	CORSICANA, TX	CESSNA	152	NONE	360
427	3818S	020985	HOBART, OK	CESSNA	172E	MINOR	316
428	79043	020885	MCCOY, TX	CESSNA	172K	SERIOUS	364
429	4884Q	040385	PRENTISS, MS	CESSNA	A188B	NONE	254
430	3421E	031585	CRYSTAL LAKE, IL	CESSNA	172N	NONE	202
431	9584B	031785	PORTLAND, IN	CESSNA	172RG	NONE	204
432	5471A	040885	SHELBYVILLE, IN	CESSNA	310B	NONE	206
433	66479	041885	HUTCHINSON, MN	CESSNA	150M	NONE	244
434	6787R	060185	MARION, IN	CESSNA	T210	NONE	210
435	18AW	021285	CARTERSVILLE, GA	BEECH	H18	FATAL	170
436	67509	062385	ST. CHARLES, MO	CESSNA	152	NONE	250
437	3744W	033085	BLAIRSVILLE, GA	PIPER	PA-32-260	NONE	174
438	916G	050785	WILLIAMSON, GA	BURKART GROB	G103	NONE	178
439	2013K	030385	KNOXVILLE, TN	BEECH	C23	MINOR	344
440	5460E	070685	ANCHORAGE, AK	HELIO	250	NONE	44
441	2399M	012585	WASILLA, AK	PIPER	PA-12	FATAL	4
442	4242Z	012585	MINTO, AK	PIPER	PA-18	NONE	2
443	4080W	051485	NAKNEK, AK	PIPER	PA-32-300	NONE	22
444	3684Z	062085	KING SALMON, AK	PIPER	PA-18	NONE	30
445	6209A	062385	SHELDON, IA	PIPER	PA-38-112	NONE	192
446	29WL	052985	JONESBORO, AR	BELL	OH-13E	SERIOUS	66
447	3EM	052185	CALAMUS, IA	BEECH	35-B33	MINOR	190
448	92253	061985	YORK, NE	PIPER	J3C-65	MINOR	274
449	99838	062085	BERING RIVER, AK	DEHAVILLAND	DHC-2	NONE	32
450	10395	062185	UNGALIKTHLUK RV, AK	DEHAVILLAND	DHC-2	NONE	34

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451	1827A	042485	BELUGA, AK	PIPER	PA-18	NONE	14
452	5206E	042285	WILLOW, AK	CESSNA	180	NONE	12
453	3621X	062785	MARYVILLE, MO	AERO COMMAND	100-180	NONE	252
454	8367J	040785	ACME, PA	CESSNA	150G	FATAL	336
455	2180Q	021385	UKIAH, CA	CESSNA	177RG	NONE	88
456	4186W	021685	HAYWARD, CA	PIPER	PA-32-300	NONE	90
457	7084F	021985	TRANQUILITY, CA	CESSNA	150F	NONE	94
458	21780	022685	APPLE VALLEY, CA	PIPER	PA-32RT-30	MINOR	96
459	913S	030285	YUMA, AZ	SEVDY PITTS	104	NONE	70
460	9705E	040785	YAMHILL, OR	BELLANCA	17-31A	FATAL	322
461	4379Z	040785	SUNNYSIDE, WA	PIPER	PA-18-150	FATAL	390
462	6923X	040285	SMITH, NV	CESSNA	172B	FATAL	294
464	2860G	042785	EL TORO MCAS, CA	NORTH AMERIC	SNJ-6	FATAL	122
465	24BC	012185	PINE VALLEY, CA	CESSNA	A185F	FATAL	82
466	500RG	050585	CONCORD, CA	GLOBE	GC-1B	NONE	124
467	24970	050585	WICKENBURG, AZ	CESSNA	152	NONE	74
468	97935	060285	HESPERIA, CA	STINSON	108-1	NONE	128
469	802Y	032885	DEATH VALLEY, CA	PIPER	PA-30	NONE	110
470	1434W	033185	SAN DIEGO, CA	BELL	206A	SERIOUS	112
471	58740	031085	TITUSVILLE, FL	NORTH AMERIC	SNJ-6	NONE	146
471	9801C	031085	TITUSVILLE, FL	NORTH AMERIC	SNJ-5	NONE	148
472	94740	042185	ST. PAUL, MN	ERCOUPE	415-CD	NONE	246
473	5625J	042785	ATHENS, MI	MITCHELL	MONNETT MO	NONE	236
474	46683	043085	MINNEAPOLIS, MN	CESSNA	180J	NONE	248
475	5285	042685	KENDRICK, ID	GRUMMAN	G-164A	NONE	196

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476	4892E	041285	PAULINA, OR	CESSNA	185	NONE	324
477	2614K	032485	PANAMINT VALLEY, CA	GENERAL BALL	AX-6	SERIOUS	108
478	2897X	042985	FUNTER PASS, AK	PIPER	PA-32-300	NONE	20
479	5543	050285	BANDON, OR	PIPER	PA-24-250	SERIOUS	328
480	8490D	060885	PORT ORCHARD, WA	ROBINSON	R22	NONE	392
481	3JK	060285	YAKUTAT, AK	BELLANCA	7GCB	MINOR	26
482	2024G	051085	REXBURG, ID	CESSNA	182	NONE	198
483	13403	051785	COUER D'ALENE, ID	CESSNA	172M	NONE	200
484	2899Z	051785	RIO VISTA, CA	BELLANCA	7ECA	NONE	126
485	2518D	050185	BOULDER CITY, NV	CESSNA	170B	NONE	296
486	94747	042185	JOHN DAY, OR	HELIO	H-295	NONE	326
487	27036	040385	EXCURSION INLET, AK	PIPER	PA-18	NONE	8
488	2859C	031285	CIRCLE, AK	CESSNA	170B	NONE	6
489	9970M	041585	PORT GRAHAM, AK	CESSNA	207	NONE	10
490	4649U	072785	KUSTATAN RIVER, AK	CESSNA	206	NONE	46
491	1071U	040485	CONCORD, NC	PIPER	PA-34-200	NONE	264
492	3459Z	062785	DILLINGHAM, AK	PIPER	PA-20	NONE	38
493	4292H	070685	ANCHORAGE, AK	PIPER	PA-14	NONE	42
494	168Z	063085	KING SALMON, AK	DOUGLAS	DC-3	NONE	40
495	6175M	052785	CHUGIAK, AK	STINSON	108-3	NONE	24
496	6294K	030985	LAKE PLACID, FL	REPUBLIC	RC-3	NONE	144
497	49MA	032085	ST. THOMAS, VI	BEECH	E18S	NONE	388
498	69109	031985	VERO BEACH, FL	CESSNA	152	NONE	154
499	4EY	032285	LEESBURG, FL	CESSNA	P337H	SERIOUS	156
500	87920	042385	RICHFIELD, OH	PIPER	J-3	MINOR	308

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501	100DT	030485	JACKSONVILLE, FL	PIPER	PA-23-250	FATAL	140
502	7846X	042485	BROOKSVILLE, FL	CESSNA	172B	SERIOUS	168
503	44480	031085	PAHOKEE, FL	PIPER	PA-28-140	NONE	150
504	48244	030485	DAYTONA BEACH, FL	CESSNA	152	NONE	142
505	85652	042185	GERMANTOWN, KY	BELLANCA	7AC	NONE	216
507	73219	052185	MANTUA, OH	BELL	47G-2A	NONE	312
508	6544H	060985	GAYLORD, MI	PIPER	J-3	NONE	240
509	5995D	040385	RUSH CITY, MN	PIPER	PA-22-150	NONE	242
510	15JT	041285	EAST LIVERPOOL, OH	CESSNA	150L	NONE	304
511	5116P	070485	LA PORTE CITY, IA	CESSNA	152	NONE	194
512	2558Z	030985	COLTS NECK, NJ	BELLANCA	8GCBC	NONE	280
513	3912V	022085	JEANNETTE, PA	CESSNA	150	NONE	330
514	81385	030985	ANDOVER, NJ	FAIRCHILD	24W-46	NONE	282
515	4416X	030285	TAUNTON, MA	PIPER	PA-28R-200	MINOR	232
516	7408S	030585	UTICA, NY	SMITH	AEROSTAR 6	NONE	300
517	66MG	040685	QUARTZSITE, AZ	CESSNA	210A	NONE	72
518	12124	042285	MACEDONIA, OH	CESSNA	172M	NONE	306
519	25227	042985	BROADHEAD, WI	CESSNA	152	NONE	394
520	29CP	050785	TERRE HAUTE, IN	BEECH	58	NONE	208
521	8773L	032485	EVERGLADES, FL	PIPER	PA-25-235	NONE	158
522	545SF	031685	GAINESVILLE, FL	ARONSON	FALCO F8L	FATAL	152
523	6220C	030485	SANTA BARBARA, CA	CESSNA	T210N	NONE	100
524	111SK	030685	KINGSTOWN, RI	AERO COMMAND	68OV	NONE	338
525	30155	031085	WHEATFIELD, NY	CESSNA	177	SERIOUS	302
526	8318L	022185	BEAVER FALLS, PA	PIPER	PA-28-161	MINOR	332

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527	6048B	032785	ONXY, AR	CESSNA	182A	FATAL	62
528	4733Y	061485	LEONARD, ND	PIPER	PA-25	NONE	272
529	6097M	050785	OZARK, AL	CESSNA	152	NONE	56
530	6015H	042885	TULLAHOMA, TN	PIPER	J3C-65	SERIOUS	346
531	5275U	022285	MORRISVILLE, NC	MCCLELLAN J.	DRAGONFLY	FATAL	262
532	7718X	012585	COUSHATTA, LA	CESSNA	172B	MINOR	222
533	82048	012785	LEAGUE CITY, TX	PIPER	PA-28-181	NONE	356
534	600P	012485	DALLAS, TX	SWEARINGEN	SA26-T	NONE	354
535	96DD	011985	ADDISON, TX	PIPER	PA-23-250	NONE	352
536	6735T	011485	AMARILLO, TX	BEECH	V35B	NONE	350
537	73849	010985	HOUSTON, TX	CESSNA	172N	MINOR	348
538	55PT	010585	OKLAHOMA CITY, OK	GATES LEAR J	25B	NONE	314
539	4353E	062485	TALKEETNA, AK	AERONCA CHAM	7DC	NONE	36
540	42454	051185	CONNEAUT, OH	PIPER	J3C-65	MINOR	310
541	2099P	050985	TROY, MI	PIPER	PA-44-180	NONE	238
542	6429Y	030185	BRUNSWICK, GA	PIPER	PA-23-250	NONE	172
543	709G	030185	KEY WEST, FL	ROCKWELL	680E	FATAL	138
544	4905Q	062785	MARKS, MS	CESSNA	A188B	SERIOUS	256
545	4796Y	050785	ASHBURN, GA	PIPER	PA-25-260C	NONE	176
546	477M	051185	GREENVILLE, AL	GREAT LAKES	2T-1A-2	NONE	60
547	3682V	051185	ANDALUSIA, AL	CESSNA	150M	NONE	58
548	9228L	022785	HORSESHOE BEACH, FL	GRUMMAN AMER	AA-5	FATAL	136
549	91636	020385	MANVILLE, NJ	CESSNA	182N	SERIOUS	276
550	8138K	050685	EARLE, AR	GULFSTREAM-S	G-164B	NONE	64
551	2246Q	010385	SANTA BARBARA, CA	BELL	2061-1	NONE	76

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552	5916P	062385	LINCOLN, CA	PIPER	PA-24-250	NONE	130
553	5111V	011085	VAN NUYS, CA	SMITH MINIPL	DSA-1	MINOR	78
554	3279T	011485	FULLERTON, CA	CESSNA	177	MINOR	80
555	30069	020385	BIG BEAR, CA	PIPER	PA-32-300	NONE	86
556	757BS	022485	HUDSON, NY	CESSNA	152	NONE	298
557	2317N	022185	BEAVER FALLS, PA	PIPER	PA-38-112	NONE	334
558	1966X	022485	MEDFORD, NJ	CESSNA	182	NONE	278
559	2234L	021785	WATERVILLE, ME	BEECH	A23A	NONE	234
560	352B	031085	PHARR, TX	BEECH	E18S	NONE	374
561	140MC	041085	PETALUMA, CA	CESSNA	140	FATAL	114
562	8322T	031385	WOODLAND, CA	PIPER	PA-44-180T	NONE	104
563	1564E	031085	CHARLOTTESVILLE, VA	CESSNA	172N	NONE	386
564	2482K	033185	CASPER, WY	LUSCOMBE	8E	NONE	396
565	52174	042785	NIGHTMUTE, AK	CESSNA	172	MINOR	16
566	9924M	012985	PAANILO, HI	EMAIR	MA-1	NONE	188
567	7507E	020985	LOUISVILLE, KY	CHAMPION	7FC	NONE	212
568	66952	040385	WEST JORDAN, UT	CESSNA	152	NONE	378
569	3354F	032185	ERIE, CO	CESSNA	182J	FATAL	132
570	58208	032685	TAMPA, FL	HUGHES	269C	NONE	160
571	8300V	032785	TAMPA, FL	PIPER	PA-34-200T	NONE	164
572	4944U	032785	KEY WEST, FL	CESSNA	206	NONE	162
573	7390V	032985	MELBOURNE, FL	BELLANCA	17-30	NONE	166
574	3001S	071385	OWENSBORO, KY	PIPER	95-B55	NONE	218
575	2395G	062585	MT. AIRY, NC	PIPER	PA-38-112	NONE	268
576	909GH	071685	STOCKBRIDGE, GA	WAG-AERO	CUBBIE (J-	MINOR	182

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AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 3 OF 1985 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 442 1/25/85 MINTO, AK

A/C Reg. No. N4242Z

Time (Lcl) - 1630 AST

-----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

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
1

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

Make/Model - PIPER PA-18
Landing Gear - SKI
Max Gross Wt - 1750
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/YES
Stall Warning System - NO

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC

Wind Dir/Speed- VARIABLE

Visibility - 50.0 SM

Lowest Sky/Clouds - 5000 FT

Lowest Ceiling - 5000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC

Destination
FAIRBANKS, 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 - 37

Biennial Flight Review

Current - NO

Months Since - 97

Aircraft Type - PA-18

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 2200

Make/Model- 1500

Instrument- 1

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 60

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD LANDED THE SKI EQUIPPED ACFT ON THE SHORE OF A LAKE THAT WAS COVERED WITH GRASSY TUNDRA & SNOW. FOR A SUBSEQUENT TAKEOFF, HE ELECTED TO CONTINUE STRAIGHT AHEAD RATHER THAN BACK TAXI TO WHERE HE HAD A KNOWN SURFACE CONDITION. DURING THE TAKEOFF, THE PLT ELECTED TO LIFT-OFF PREMATURELY TO MINIMIZE BOUNCING/POUNDING ON THE ROUGH SURFACE. HOWEVER, THE SKIS BROKE THRU THE CRUSTED SNOW & THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 442

1/25/85

MINTO, AK

A/C Reg. No. N4242Z

Time (Lc1) - 1630 AST

Occurrence NOSE OVER

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. TERRAIN CONDITION - ROUGH/UNEVEN
3. TERRAIN CONDITION - SNOW COVERED

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

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

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. - 441 1/25/85 WASILLA, AK A/C Reg. No. N2399M Time (Lcl) - 1320 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire NONE

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

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

Make/Model - PIPER PA-12
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 3

Eng Make/Model - LYCOMING O-320-B2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 35.0 SM
Lowest Sky/Clouds - 4500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ANCHORAGE, AK
Destination
WASILLA, 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 - NONE

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

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

Age - 34
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - PA-12

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

Total	- 1032	Last 24 Hrs	- 1
Make/Model	- 811	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED THE PLT "BUZZING" A BUILDING & ROLLING THE ACFT ABOUT ITS LONGITUDINAL AXIS. AFTER THE 3RD PASS, IT ENTERED A STEEP BANK, STALLED & PITCHED DOWN INTO A WOODED AREA. THERE WAS EVIDENCE THAT THE ACFT WAS AT LEAST 73 LBS OVER ITS MAX WEIGHT LIMIT. THE CG WAS NOT VERIFIED, BUT THE ELEVATOR TRIM WAS FOUND FULL NOSE DOWN & CARGO WAS FOUND IN A POSITION THAT WOULD HAVE MOVED THE CG AFT. A TOXICOLOGY CHECK REVEALED TRACES OF BENZOYLECGONINE & CANNABINOIDS IN THE PLT'S URINE; HOWEVER, NONE WAS FOUND IN HIS BLOOD.

Brief of Accident (Continued)

File No. - 441

1/25/85

WASILLA,AK

A/C Reg. No. N2399M

Time (Lcl) - 1320 AST

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
3. BUZZING - PERFORMED - PILOT IN COMMAND
4. AEROBATICS - PERFORMED - PILOT IN COMMAND
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 488 3/12/85 CIRCLE,AK A/C Reg. No. N2859C Time (Lcl) - 2245 AST

-----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	3

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

Fire
NONE

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

Make/Model - CESSNA 170B
Landing Gear - SKI/WHEEL
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - CONTINENTAL C-145
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- CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
CIRCLE HOT SPRG,AK

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

CIRCLE CITY
Runway Ident - 33
Runway Lth/Wid - 2700/ 100
Runway Surface - DIRT
Runway Status - SNOW - COMPACTED

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

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

Age - 41
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 640
Last 24 Hrs - 6
Make/Model- 30
Last 30 Days- UNK/NR
Instrument- 34
Last 90 Days- 41
Multi-Eng - 51

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TOOK OFF AT NIGHT FROM A SNOW COVERED RWY WITH NO RWY LIGHTS. HE REPORTED THAT AFTER THE ACFT LIFTED OFF, HE LOST VISUAL REFERENCES DUE TO THE DARKNESS. SHORTLY AFTER THAT, THE ACFT SETTLED INTO ALDERS, WILLOW BRUSH & DEEP SNOW & WAS SUBSTANTIALLY DAMAGED BEFORE COMING TO REST. REPORTEDLY, THERE WERE NO LIGHTS OR VISUAL REFERENCES BEYOND THE END OF THE RWY.

Brief of Accident (Continued)

File No. - 488

3/12/85

CIRCLE, AK

A/C Reg. No. N2859C

Time (Lcl) - 2245 AST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
3. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - UNAVAILABLE
4. IMPROPER DECISION, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
5. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
6. DESCENT - INADVERTENT -
7. TERRAIN CONDITION - HIGH VEGETATION
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) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 487 4/03/85 EXCURSION INLET, AK A/C Reg. No. N27036 Time (Lcl) - 1730 PDT

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

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

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-290-D2	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	JUNEAU, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HOMESHORE LOGGING CAMP
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 30
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
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 - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 105
SE LAND	Months Since - 5	Make/Model- 90
	Aircraft Type - UNK/NR	Instrument- 4
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ELECTED TO LAND ON AN AIRSTRIP IN A NARROW VALLEY WITH MOUNTAINS ON EITHER SIDE. WHILE LANDING IN VARIABLE & GUSTY WIND CONDITIONS, HE LOST DIRECTIONAL CONTROL OF THE ACFT. THE ACFT THEN VEERED OFF THE RIGHT SIDE OF THE RWY ONTO ROUGH TERRAIN WHERE THE LEFT MAIN GEAR COLLAPSED & THE LEFT WING WAS DAMAGED. THE PLT REPORTED THAT THE WIND WAS PRIMARILY FROM THE WEST AT 10 GUSTING 15 KTS, BUT AT TIMES, IT SHIFTED TO A HEADWIND OR TAILWIND.

Brief of Accident (Continued)

File No. - 487

4/03/85

EXCURSION INLET, AK

A/C Reg. No. N27036

Time (Lcl) - 1730 PDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. WEATHER CONDITION - CROSSWIND
 3. WEATHER CONDITION - GUSTS
 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 6. GROUND LOOP/SWERVE - UNCONTROLLED -
-

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

Finding(s)

7. 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) 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. - 489 4/15/85 PORT GRAHAM, AK A/C Reg. No. N9970M Time (Lcl) - 0835 AST

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

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	-COOK INLET AVIATION, INC.	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	6
Accident Occurred During	-TAKEOFF						

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

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

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	HOMER, AK		PORT GRAHAM	
Wind Dir/Speed	- 120/005 KTS	ATC/Airspace		Runway Ident	- 12
Visibility	- 5.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 2245/ 75
Lowest Sky/Clouds	- 1200 FT SCATTERED	Type of Clearance	- NONE	Runway Surface	- GRAVEL
Lowest Ceiling	- 1500 FT OVERCAST	Type Apch/Lndg	- NONE	Runway Status	- WET
Obstructions to Vision	- NONE				SNOW - WET
Precipitation	- SNOW				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 49	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 14900	Last 24 Hrs - 1
SE LAND, ME LAND, SE SEA	Months Since - 0	Make/Model - 1200	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 1230	Last 90 Days - 50
		Multi-Eng - 3010	Rotorcraft - 415

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT LOST DIRECTIONAL CONTROL WHILE TAKING OFF FROM A RWY COVERED WITH 4 TO 6 INCHES OF SNOW, ICE & SLUSH. THE ACFT THEN SWERVED SIDeways, COLLIDED WITH A SNOW BANK & WAS DAMAGED. THE ARPT WAS LOCATED ON PUBLIC DOMAIN & WAS NOT REGULARLY ATTENDED OR MAINTAINED. ON THE MORNING OF THE MISHAP, SNOW FELL & THERE WAS A LIGHT DUSTING OF FRESH SNOW COVERING THE SLUSH ICE & WATER PUDDLES. ALSO, THERE WAS A SEVERE DIP IN THE INITIAL PART OF RWY 12.

Brief of Accident (Continued)

File No. - 489

4/15/85

PORT GRAHAM, AK

A/C Reg. No. N9970M

Time (Lcl) - 0835 AST

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SLUSH COVERED
 4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
 5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 7. GROUND LOOP/SWERVE - UNCONTROLLED -
-

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

Finding(s)

8. TERRAIN CONDITION - SNOWBANK
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 452 4/22/85 WILLOW, AK A/C Reg. No. N5206E Time (Lcl) - 1500 AST

-----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 - APPROACH

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 180
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2800
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 010/005 KTS
Visibility - 60.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ANCHORAGE, AK
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

WILLOW
Runway Ident - 31
Runway Lth/Wid - 4600/ 105
Runway Surface - GRAVEL
Runway Status - WET
SNOW - WET

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 40

Biennial Flight Review

Current - YES
Months Since - 18
Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 362	Last 24 Hrs	- 1
Make/Model-	120	Last 30 Days-	2
Instrument-	10	Last 90 Days-	3

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THE ACFT ENCOUNTERED A DOWNDRAFT WHILE HE WAS ON FINAL APCH FOR A TOUCH-&-GO LANDING. SUBSEQUENTLY, THE ACFT TOUCHED DOWN IN WET SNOW ABOUT 30 YARDS SHORT OF THE RWY & NOSED OVER. THE PLT ESTIMATED THE WIND WAS FROM 010 DEG AT 5 KTS.

Brief of Accident (Continued)

File No. - 452

4/22/85

WILLOW, AK

A/C Reg. No. N5206E

Time (Lc1) - 1500 AST

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

1. WEATHER CONDITION - DOWNDRAFT
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

5. TERRAIN CONDITION - SNOW COVERED

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) 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. - 451 4/24/85 BELUGA, AK A/C Reg. No. N1827A Time (Lcl) - 1200 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 - LANDING

Fire Crew
NONE Pass

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

Make/Model - PIPER PA-18
Landing Gear - SKI
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING IO-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- CALM
Visibility - 100.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BIG LAKE, AK
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command
Certificate(s)/Rating(s)
NONE

Age - 24
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total	- 150	Last 24 Hrs	- 4
Make/Model-	150	Last 30 Days-	6
Instrument-	0	Last 90 Days-	10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THE RIGHT SKI HIT SOMETHING DURING THE TAKEOFF RUN & BENT THE RIGHT MAIN GEAR/SKI DOWN & AFT. HE ELECTED TO LAND ON SNOW COVERED TERRAIN NEAR THE SMALL VILLAGE OF BELUGA, AK. BEFORE COMING TO REST DURING THE LANDING, THE ACFT WENT OVER ON ITS NOSE. THE PLT HAD NEVER TAKEN ANY DUAL INSTRUCTION & HAD NO FAA MEDICAL OR PLT CERTIFICATE. HE STATED THAT HE HAD FLOWN ABOUT 150 HRS OVER A SEVERAL YEAR PERIOD, ALL IN N1827A. THE REGISTERED OWNER/OPERATOR WAS A PASSENGER IN THE ACFT.

Brief of Accident (Continued)

File No. - 451

4/24/85

BELUGA,AK

A/C Reg. No. N1827A

Time (Lc1) - 1200 AST

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,QUALIFICATION - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INADEQUATE TRAINING - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY/OPERATOR MGMT
6. TERRAIN CONDITION - SNOW COVERED
7. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
8. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

Occurrence #2 NOSE DOWN
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 565 4/27/85 NIGHTMUTE,AK A/C Reg. No. N52174 Time (Lcl) - 1340 AST

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

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

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

Make/Model	- CESSNA 172	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	- 2300	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	BETHEL,AK	NIGHTMUTE
Wind Dir/Speed- 290/025 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 30.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 200/ 40
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - SNOW - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,ATP	Current - YES	Total - 4470	Last 24 Hrs - 4
SE LAND,ME LAND	Months Since - 12	Make/Model- 330	Last 30 Days- 110
	Aircraft Type - C-172	Instrument- 161	Last 90 Days- 250
		Multi-Eng - 720	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT SHORTLY AFTER TAKEOFF, HE LOST CONTROL OF THE ACFT. SUBSEQUENTLY, THE ACFT CRASHED & WAS SUBSTANTIALLY DAMAGED. THE PLT REPORTED THAT THE WIND WAS FROM 290 DEG AT 25 GUSTING 35 KTS.

Brief of Accident (Continued)

File No. - 565

4/27/85

NIGHTMUTE,AK

A/C Reg. No. N52174

Time (Lcl) - 1340 AST

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
 2. WEATHER CONDITION - GUSTS
 3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 4. AIRCRAFT HANDLING - 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) 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. - 588 4/28/85 GIRDWOOD, AK A/C Reg. No. N8035D Time (Lcl) - 0920 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	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	2
Accident Occurred During -LANDING					

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

Make/Model - PIPER 22/20	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - NO -N/A
Landing Gear - SKI/WHEEL	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2000	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	GIRDWOOD, AK	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Obstructions to Vision- UNK/NR		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 429
SE LAND	Months Since - 21	Last 24 Hrs - 1
	Aircraft Type - PA-22	Make/Model- 334
		Last 30 Days- UNK/NR
		Instrument- 12
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS ON A FLT TO TRANSPORT 2 SKIERS TO A GLACIER AREA, SO THEY COULD SKI DOWNHILL TO A LOCATION TO WHERE THEY COULD BE PICKED UP. THE PLT LANDED THE WHEEL/SKI EQUIPPED ACFT ON UPSLOPING TERRAIN. THE VISIBILITY WAS GOOD, EXCEPT A WHITEOUT PHENOMENA WAS PREVALENT IN THE SELECTED LANDING AREA. DURING TOUCHDOWN, THE ACFT STRUCK AN UNSEEN SNOW DRIFT WHICH BENT THE RIGHT MAIN GEAR. THE WHITEOUT GLACIER WAS SO NAMED BECAUSE OF ITS UNIQUE PROPENSITY TO INDUCE WHITEOUT ILLUSIONS. NO ELT WAS INSTALLED IN THE ACFT, SO THE 2 PASSENGERS SKIED DOWN THE GLACIER & SUMMONED HELP. HOWEVER, THE WIND BEGAN BLOWING & DELAYED A RESCUE. TWO DAYS LATER, AN AIR FORCE H-3 HELICOPTER CRASHED DOWNHILL FROM N8035D WHILE ATTEMPTING A RECOVERY. LATER, ANOTHER HELICOPTER WAS USED TO RECOVER THE OCCUPANTS OF BOTH DOWNED ACFT.

Brief of Accident (Continued)

File No. - 588

4/28/85

GIRDWOOD, AK

A/C Reg. No. N8035D

Time (Lcl) - 0920 ADT

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. TERRAIN CONDITION - SNOW COVERED
 3. TERRAIN CONDITION - UPHILL
 4. LIGHT CONDITION - SUNGLARE
 5. WEATHER CONDITION - WHITEOUT
 6. VISUAL LOOKOUT - INADEQUATE -
 7. IMPROPER DECISION, VISUAL/AURAL DETECTION - PILOT IN COMMAND
 8. TERRAIN CONDITION - SNOWBANK
-

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

Finding(s)

9. LANDING GEAR, MAIN GEAR - OVERLOAD
 10. LANDING GEAR, SKI ASSEMBLY - OVERLOAD
 11. MISC EQPT/FURNISHINGS - INADEQUATE
-

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,8,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 478 4/29/85 FUNTER PASS, AK A/C Reg. No. N2897X Time (Lcl) - 1030 PDT

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

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

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

Make/Model	- PIPER PA-32-300	Eng Make/Model	- LYCOMING IO-540-K1G5D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMMERCIAL WX SERVICE	Last Departure Point		OFF AIRPORT/STRIP	
Method	- IN PERSON	JUNEAU, AK			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- IMC	HOONA, AK			
Wind Dir/Speed	- 080/008 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- .250 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- NONE	Runway Surface	- N/A
Lowest Ceiling	- 3000 FT OVERCAST	Type Apch/Lndg	- PRECAUTIONARY LANDING	Runway Status	- N/A
Obstructions to Vision	- BLOWING SNOW				
Precipitation	- SNOW				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 31	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 1499	Last 24 Hrs - 7
SE LAND, ME LAND, SE SEA	Months Since - 1	Make/Model - 155	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 94	Last 90 Days - 260
		Multi-Eng - 92	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PRIOR TO THE FLT, THE PLT HAD OBTAINED A BRIEFING THRU THE COMPANY WEATHER REPORTING SYS & VFR WX HAD BEEN FORECAST. WHILE EN ROUTE, HE ENCOUNTERED SNOW SHOWERS IN THE AREA OF FUNTER PASS. HE REPORTED THAT HE BECAME TRAPPED BY TWO SNOW SHOWERS WITH THE VISIBILITY DROPPING TO ABOUT 1/4 MI. THE PLT ELECTED TO MAKE A PRECAUTIONARY ON UPSLOPING TERRAIN. DURING TOUCHDOWN, THE LEFT MAIN GEAR COLLAPSED & THE LEFT WING WAS DAMAGED.

Brief of Accident (Continued)

File No. - 478

4/29/85

FUNTER PASS, AK

A/C Reg. No. N2897X

Time (Lc1) - 1030 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation CRUISE

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 2. WEATHER CONDITION - SNOW
 3. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED

Phase of Operation LANDING - FLARE/TOUCHDOWN

4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 5. TERRAIN CONDITION - NONE SUITABLE
 6. TERRAIN CONDITION - UPHILL
 7. TERRAIN CONDITION - ROUGH/UNEVEN
 8. LANDING GEAR, MAIN GEAR - OVERLOAD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 443 5/14/85 NAKNEK, AK A/C Reg. No. N408OW Time (Lcl) - 1103 ADT

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

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

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

Make/Model	- PIPER PA-32-300	Eng Make/Model	- LYCOMING IO-540-K1A5	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	NAKNEK, AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	DILLINGHAM, AK	
Wind Dir/Speed - 060/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 800 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-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 7915	Last 24 Hrs - 4
SE LAND, ME LAND	Months Since - 2	Make/Model - 7900	Last 30 Days - UNK/NR
	Aircraft Type - PA-32	Instrument - 140	Last 90 Days - 150
		Multi-Eng - 15	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CRUISING AT ABOUT 2000 FT, THE TOP ENG COWLING CAME OFF, RUPTURING AN ENG OIL LINE & BREAKING A HOLE IN THE LEFT SIDE OF THE WINDSHIELD. OIL THEN COVERED THE WINDSHIELD. DUE TO THE LOSS OF OIL, THE PLT SHUT DOWN THE ENG & LANDED ON A BEACH. DURING THE LANDING ON SOFT TERRAIN, THE NOSE GEAR COLLAPSED. THE PLT SUSPECTED THAT THE RIGHT FRONT COWLING LATCH HAD FAILED. HE STATED THAT IT HAD BEEN REPLACED ABOUT 10 FLT HRS PRIOR TO THE ACCIDENT. HE FURTHER STATED THAT HE HAD CONDUCTED A THOROUGH PREFLT & ALL FASTENERS WERE SECURED PRIOR TO THE FLT. HOWEVER, THE CONDITION OF THE FASTENER COULD NOT BE DETERMINED SINCE THE COWLING WAS NOT RECOVERED.

Brief of Accident (Continued)

File No. - 443

5/14/85

NAKNEK, AK

A/C Reg. No. N4080W

Time (Lc1) - 1103 ADT

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

Finding(s)

1. UNDETERMINED
 2. NACELLE/PYLON, FAIRING - SEPARATION
 3. LUBRICATING SYSTEM, OIL LINE - OVERLOAD
 4. FLUID, OIL - LEAK
-

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation OTHER

Finding(s)

5. EMERGENCY PROCEDURE - PERFORMED -
-

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

6. TERRAIN CONDITION - SOFT
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 495 5/27/85 CHUGIAK, AK A/C Reg. No. N6175M Time (Lc1) - 1715 ADT

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

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

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

Make/Model - STINSON 108-3	Eng Make/Model - CONTINENTAL D-470-J	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SKWENTNA, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BIRCHWOOD
Wind Dir/Speed- 205/010 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 78
	Months Since - N/A	Make/Model- 52
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 28
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING WITH A GUSTY X-WIND, THE ACFT BOUNCED, THE LEFT WING DRAGGED THE GROUND & THE ACFT WENT OFF THE RWY. THE PLT STATED THAT DUE TO THE X-WIND & HIS FOOT SLIPPING OFF OF THE RUDDER PEDAL, HE WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL.

Brief of Accident (Continued)

File No. - 495

5/27/85

CHUGIAK, AK

A/C Reg. No. N6175M

Time (Lcl) - 1715 ADT

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

3. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - UNCONTROLLED -
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 481 6/02/85 YAKUTAT, AK A/C Reg. No. N3JK Time (Lcl) - 1330 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -APPROACH

Fire NONE Crew Pass

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

Make/Model - BELLANCA 7GCB
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
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/YES
Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 210/009 KTS
Visibility - 100.0 SM
Lowest Sky/Clouds - 2000 FT
Lowest Ceiling - 2000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ICY BAY, AK
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

YAKUTAT
Runway Ident - 20
Runway Lth/Wid - 7813/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 7500
Make/Model- 1840
Instrument- 0
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL, THE PLT EXTENDED HIS TRAFFIC PATTERN TO ALLOW ANOTHER ACFT TO DEPART. HE REPORTED THAT AFTER HE TURNED ON FINAL APCH, HIS ACFT ENCOUNTERED A DOWNDRAFT & HIT THE GROUND SHORT OF THE RWY.

Brief of Accident (Continued)

File No. - 481

6/02/85

YAKUTAT,AK

A/C Reg. No. N3JK

Time (Lc1) - 1330 PDT

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT

2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 583 6/14/85 KANTISHNA, AK A/C Reg. No. N75LE Time (Lcl) - 1300 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

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

Eng Make/Model - CONTINENTAL IO-470
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 80.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FAIRBANKS, AK
Destination
FAIRBANKS, AK

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

ABANDONED MINE STRIP
Runway Ident - UNK/NR
Runway Lth/Wid - 2000 -UNK/NR
Runway Surface - GRAVEL
Runway Status - ROUGH

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

Pilot-In-Command

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

Age - 36

Biennial Flight Review

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

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

Total	- 650	Last 24 Hrs	- 2
Make/Model	- 365	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 10
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ON A FLT FROM FAIRBANKS TO KANTISHNA, AK; HOWEVER, THE RWY AT KANTISHNA WAS MUDDY, SO HE ELECTED TO RETURN TO FAIRBANKS. WHILE RETURNING, HE ELECTED TO LAND AT AN ABANDONED MINE STRIP FOR A COMFORT STOP. DURING THE LANDING, A HYDRAULIC LINE TO THE RIGHT BRAKE FAILED & THAT BRAKE BECAME INOP. THE PLT INTENTIONALLY GROUND LOOPED THE ACFT TO AVOID A HEAD-ON COLLISION WITH AN EMBANKMENT. HOWEVER, THE TAIL SECTION HIT THE EMBANKMENT CAUSING SUBSTANTIAL DAMAGE TO THE ACFT. THE PLT SAID THE LINE WAS LEAKING BEFORE TAKEOFF & HE HAD TIGHTENED THE FITTING. HE REPORTED THAT THE RIGID LINE'S FLARED END FAILED, PERMITTING A RAPID LOSS OF PRESSURE.

Brief of Accident (Continued)

File No. - 583

6/14/85

KANTISHNA, AK

A/C Reg. No. N75LE

Time (Lc1) - 1300 ADT

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

Finding(s)

1. FLUID, HYDRAULIC - LEAK
2. HYDRAULIC SYSTEM, LINE - FAILURE, TOTAL
3. MAINTENANCE - IMPROPER - PILOT IN COMMAND
4. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, PARTIAL
5. GROUND LOOP/SWERVE - INTENTIONAL -

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

Finding(s)

6. TERRAIN CONDITION - DIRT BANK

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 444 6/20/85 KING SALMON, AK A/C Reg. No. N3684Z Time (Lc1) - 2230 ADT

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

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

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1760	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	CLARK POINT, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	KING SALMON
Wind Dir/Speed- 210/008 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8500/ 150
Lowest Sky/Clouds - 6000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 6000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 180
SE LAND	Months Since - 11	Last 24 Hrs - 3
	Aircraft Type - PA-18	Make/Model- 180
		Instrument- 0
		Last 30 Days- 10
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE WAS MAKING AN APCH TO THE ARPT WHEN THE ACFT RAN OUT OF FUEL. SUBSEQUENTLY, THE ACFT CRASH LANDED ABOUT 1-1/2 MI NW OF THE ARPT.

Brief of Accident (Continued)

File No. - 444

6/20/85

KING SALMON, AK

A/C Reg. No. N3684Z

Time (Lcl) - 2230 ADT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. FLUID, FUEL - EXHAUSTION
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 449 6/20/85 BERING RIVER, AK A/C Reg. No. N99838 Time (Lcl) - 1220 ADT

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

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

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

Make/Model	- DEHAVILLAND DHC-2	Eng Make/Model	- P&W R-985	ELT Installed/Activated	- YES/NO
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 5090	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 8	Rated Power	- 450 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	CORDOVA, AK		Runway Ident	- N/A
Wind Dir/Speed	- 090/040 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 10.0 SM	Type of Flight Plan	- VFR	Runway Surface	- N/A
Lowest Sky/Clouds	- 2000 FT	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- 2000 FT OVERCAST	Type Apch/Lndg	- NONE		
Obstructions to Vision	- NONE				
Precipitation	- RAIN				
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, ATP, CFI	Current - YES	Total - 4695	Last 24 Hrs - 3
SE LAND, ME LAND, SE SEA	Months Since - 1	Make/Model - 1700	Last 30 Days - 90
GLIDER	Aircraft Type - C-206	Instrument - 276	Last 90 Days - 181
		Multi-Eng - 300	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT DURING A 15 TO 20 MIN PERIOD AFTER HE HAD LANDED, THE WIND VELOCITY INCREASED GREATLY. HE MANAGED TO TAXI THE FLOAT PLANE TO AN AREA WHERE HE COULD TAKEOFF INTO THE WIND. AS THE ACFT WAS ON THE STEP FOR TAKEOFF, THE LEFT WING LIFTED AS IF IT WAS HIT BY A GUST OF WIND. SUBSEQUENTLY, THE RIGHT WING TIP STRUCK THE WATER & THE ACFT NOSED OVER. THE PLT ESTIMATED THE WIND WAS FROM THE EAST AT 40 GUSTING TO 50 KTS.

Brief of Accident (Continued)

File No. - 449

6/20/85

BERING RIVER, AK

A/C Reg. No. N99838

Time (Lcl) - 1220 ADT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - HIGH WIND
4. TERRAIN CONDITION - WATER, ROUGH
5. WEATHER CONDITION - GUSTS
6. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - WATER, ROUGH

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 450 6/21/85 UNGALIKTHLUK RV,AK A/C Reg. No. N10395 Time (Lcl) - 1700 ADT

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

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

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

Make/Model - DEHAVILLAND DHC-2	Eng Make/Model - P&W R-985	ELT Installed/Activated - YES/NO
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 5060	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DILLINGHAM,AK	Runway Ident - N/A
Wind Dir/Speed- 220/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 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 - FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2849
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - 4	Last 24 Hrs - 5
	Aircraft Type - DHC-2	Make/Model- 1610
		Last 30 Days- 15
		Instrument- 51
		Last 90 Days- 30
		Multi-Eng - 38

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT WHEN HE WAS LANDING THE FLOAT PLANE ON A RIVER, AN EXTREME GUST OF WIND COCKED THE ACFT CAUSING LOSS OF CONTROL. SUBSEQUENTLY, THE ACFT STRUCK A RIVER BANK & WAS DAMAGED. THE PLT NOTICED THAT AFTER THE LANDING, THE WINDS HAD CHANGED, WERE SHIFTING TO THE SOUTHWEST & WERE MUCH STRONGER. HE ESTIMATED GUSTS TO 35 KTS.

Brief of Accident (Continued)

File No. - 450

6/21/85

UNGALIKTHLUK RV,AK

A/C Reg. No. N10395

Time (Lc1) - 1700 ADT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. WEATHER CONDITION - HIGH WIND
 3. WEATHER CONDITION - GUSTS
 4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 6. GROUND LOOP/SWERVE - UNCONTROLLED -
-

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

Finding(s)

7. TERRAIN CONDITION - DIRT BANK
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 539 6/24/85 TALKEETNA, AK A/C Reg. No. N4353E Time (Lcl) - 1945 ADT

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

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

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

Make/Model	- AERONCA CHAMPION 7DC	Eng Make/Model	- CONTINENTAL C-85-12F	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 85 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	ON AIRSTRIP
Method	- TELEPHONE	TALKEETNA, AK	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	HOMER, AK	RUSTIC WILDERNESS
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident
Visibility	- 50.0 SM	Type of Flight Plan	- 36
Lowest Sky/Clouds	- 4000 FT SCATTERED	Type of Clearance	- 2300/ 60
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 470	Last 24 Hrs - 3
SE LAND	Months Since - 11	Make/Model - 380	Last 30 Days - 20
	Aircraft Type - 7DC	Instrument - 0	Last 90 Days - 30

Instrument Rating(s) - NONE

-----Narrative-----

WHILE IN FLT, THE PLT SMELLED SMOKE. WITHIN 30 SEC, SMOKE WAS OBSERVED COMING FROM AROUND THE FIREWALL & UNDER THE FLOORBOARDS. THE ACFT WAS OVER AN AIRSTRIP, SO THE PLT MADE A 360 DEG TURN & LANDED THERE. THE PLT SAID THAT HE IMMEDIATELY APPLIED BRAKES WHEN THE ACFT TOUCHED DOWN "CAUSING THE AIRCRAFT TO FLIP OVER." HE EXITED THE ACFT BEFORE IT WAS FULLY INVOLVED IN FLAMES. THE ACFT WAS DESTROYED BY FIRE.

Brief of Accident (Continued)

File No. - 539

6/24/85

TALKEETNA, AK

A/C Reg. No. N4353E

Time (Lcl) - 1945 ADT

Occurrence #1 FIRE
Phase of Operation CRUISE

Finding(s)

1. FUEL SYSTEM - LEAK
2. ENGINE ASSEMBLY, OTHER - FIRE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

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) 1

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 492 6/27/85 DILLINGHAM, AK A/C Reg. No. N3459Z Time (Lcl) - 2140 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
3

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

Make/Model - PIPER PA-20
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 2

Eng Make/Model - LYCOMING O-360-A1D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 125 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 220/018 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 1500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

DILLINGHAM
Runway Ident - 19
Runway Lth/Wid - 6404/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 32
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - PA-20

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

Total - 1448
Make/Model- 222
Instrument- 12
Last 24 Hrs - 6
Last 30 Days- 10
Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT BY THE TIME HE HAD RETURNED TO THE ARPT, THE WIND VELOCITY HAD INCREASED TO 18 KTS. DURING THE LANDING, HE LOST DIRECTIONAL CONTROL & THE ACFT GROUND LOOPED & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 492

6/27/85

DILLINGHAM, AK

A/C Reg. No. N3459Z

Time (Lcl) - 2140 ADT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED -

----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. - 494 6/30/85 KING SALMON, AK A/C Reg. No. N168Z Time (Lcl) - 1200 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - DOUGLAS DC-3
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 28000
No. of Seats - 4

Eng Make/Model - P&W R-1830-92
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 1045 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 220/008 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 600 FT
Lowest Ceiling - 600 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HOMER, AK
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-BACKCOURSE
FULL STOP

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

KING SALMON
Runway Ident - 29
Runway Lth/Wid - 8500/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 32
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - DC-3

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4250
Last 24 Hrs - 8
Make/Model- 1125
Last 30 Days- 75
Instrument- 885
Last 90 Days- 150
Multi-Eng - 3940

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN INSTRUMENT APCH, THE ACFT'S RIGHT ENG LOST POWER. THE PLT MOVED THE RIGHT FUEL SELECTOR TO THE LEFT MAIN TANK & BEGAN EMERGENCY PROCEDURES. SHORTLY AFTER THAT, THE ACFT BROKE OUT OF THE OVERCAST & THE AIRCREW SAW THE ARPT. HOWEVER, THE LEFT ENG ALSO LOST POWER. THE CAPTAIN NOTED THE FUEL PRESSURE WAS DROPPING & ELECTED TO LAND ON TUNDRA BESIDE A ROAD. DURING THE LANDING, THE ACFT WAS SUBSTANTIALLY DAMAGED. NO FUEL WAS FOUND IN THE ACFT DURING AN EXAM OF THE FUEL SYSTEM. THE CAPTAIN NOTED THAT THE LEFT FUEL CAP WAS MISSING AFTER THE ACCIDENT, BUT HE DID NOT SEE ANY FUEL STAINS ON THE WING.

Brief of Accident (Continued)

File No. - 494

6/30/85

KING SALMON, AK

A/C Reg. No. N168Z

Time (Lc1) - 1200 ADT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 2. FUEL SYSTEM, CAP - SEPARATION
 3. FLUID, FUEL - SIPHONING
 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 5. FLUID, FUEL - EXHAUSTION
-

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 493 7/06/85 ANCHORAGE, AK

A/C Reg. No. N4292H

Time (Lc1) - 2030 ADT

-----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 - TAKEOFF

Fire
NONE

Crew
Pass

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

Make/Model - PIPER PA-14
Landing Gear - FLOAT
Max Gross Wt - 1935
No. of Seats - 3

Eng Make/Model - LYCOMING O-320-B2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/009 KTS
Visibility - 90.0 SM
Lowest Sky/Clouds - 4500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 48
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-14

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1005
Make/Model- 260
Instrument- 12
Last 24 Hrs - 1
Last 30 Days- 5
Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ABORTED HIS 1ST ATTEMPT TO TAKEOFF DUE TO BOAT & WATER SKI ACTIVITY. HE BACK TAXIED & BEGAN A 2ND ATTEMPT ON ROUGH WATER. THE ACFT BECAME AIRBORNE AT ABOUT THE MIDDLE OF THE LAKE. IT STOPPED CLIMBING WHEN THE PLT BEGAN TO RAISE THE FLAPS, SO HE "PULLED THE SECOND NOTCH OF FLAPS BACK ON" AND BEGAN A SHALLOW TURN. SUBSEQUENTLY, THE ACFT MUSHED, COLLIDED WITH TREES & CRASHED.

Brief of Accident (Continued)

File No. - 493

7/06/85

ANCHORAGE, AK

A/C Reg. No. N4292H

Time (Lc1) - 2030 ADT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND
 3. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
 5. OBJECT - TREE(S)
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 440 7/06/85 ANCHORAGE, AK A/C Reg. No. N5460E Time (Lcl) - 1115 ADT

-----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 -TAKEOFF			0	0	0	1

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

Make/Model - HELIO 250	Eng Make/Model - LYCOMING O-540-A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	STEPHANE LAKE, AK	O'MALLEY
Wind Dir/Speed- 180/003 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 40
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
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 - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 2015	Last 24 Hrs - 1
SE LAND	Months Since - 3	Make/Model- 1811	Last 30 Days- 20
	Aircraft Type - 250	Instrument- 30	Last 90 Days- 60

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE TOOK OFF DOWNWIND WITH A HEAVILY LOADED ACFT. HE ESTIMATED THE WIND WAS FROM THE NORTH AT 4 GUSTING TO 6 KTS. HE STATED THAT AFTER CLIMBING ABOUT 100 FT, THE ACFT BEGAN TO MUSH AS HE BEGAN RETRACTING THE FLAPS. SUBSEQUENTLY, IT COLLIDED WITH TREES ABOUT 1 MI SOUTH OF THE ARPT.

Brief of Accident (Continued)

File No. - 440

7/06/85

ANCHORAGE, AK

A/C Reg. No. N5460E

Time (Lcl) - 1115 ADT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. WEATHER CONDITION - TAILWIND
5. WRONG RUNWAY - SELECTED -
6. RAISING OF FLAPS - INITIATED -
7. AIRSPEED - INADEQUATE -
8. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
9. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 490 7/27/85 KUSTATAN RIVER, AK A/C Reg. No. N4649U Time (Lcl) - 1350 ADT

-----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

Crew
Pass

Fatal
0
0

Serious
0
0

Minor
0
0

None
1
4

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

Make/Model - CESSNA 206
Landing Gear - FLOAT
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520
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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/004 KTS
Visibility - 45.0 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 - WATER
Runway Status - WATER-CALM

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

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

Age - 68
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - C-206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 17000
Make/Model- UNK/NR
Instrument- 60
Multi-Eng - 182
Last 24 Hrs - 4
Last 30 Days- 15
Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE WAS TAKING OFF FROM A RIVER/LAKE AREA WITH GLASSY WATER ON A HOT/SULTRY DAY. AFTER INITIAL LIFT-OFF, THE ACFT SETTLED & TOUCHED DOWN ON THE WATER, THEN LIFTED OFF AGAIN. IT FLEW BEYOND THE EDGE OF THE LAKE, THEN SETTLED & NOSED OVER IN A SWAMPY AREA WITH HIGH VEGETATION. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS NOTED DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 490

7/27/85

KUSTATAN RIVER, AK

A/C Reg. No. N4649U

Time (Lcl) - 1350 ADT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. TERRAIN CONDITION - WATER, GLASSY
 3. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
 4. LIFT-OFF - PREMATURE - PILOT IN COMMAND
 5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

6. TERRAIN CONDITION - WET
 7. TERRAIN CONDITION - HIGH VEGETATION
-

Occurrence #3 NOSE OVER
Phase of Operation OTHER

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 587 7/30/85 KUSTATAN RIVER, AK A/C Reg. No. N1104N Time (Lcl) - 2215 ADT

-----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

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
1
1

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

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

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

ELT Installed/Activated - 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- VARIABLE
Visibility - 40.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - 4000 FT OVERCAST
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 - 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 - 32

Biennial Flight Review

Current - YES
Months Since - 14
Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 344 Last 24 Hrs - 2
Make/Model- 344 Last 30 Days- 50
Instrument- 6 Last 90 Days- 125

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE LANDED THE FLOAT PLANE ON THE KUSTATAN RIVER TO FISH. LATER, WHEN HE WAS DEPARTING, HE SELECTED AN AREA THAT REQUIRED NEGOTIATING A TURN ON THE STEP. HE REPORTED THAT THERE WAS A 10 TO 12 KNOT HEADWIND THAT BECAME A QUARTERING HEADWIND AS HE APPROACHED THE LIFT-OFF POINT. HOWEVER, AT THAT POINT, THE WIND WAS BLOCKED BY TREES TO VIRTUALLY NO WIND. REPORTEDLY, HE DID NOT HAVE SUFFICIENT AIRSPEED WHEN THE ACFT LIFTED OFF. SHORTLY AFTER LIFT-OFF, THE ACFT STALLED. SUBSEQUENTLY, IT SETTLED TO THE SURFACE & NOSED OVER BEFORE COMING TO REST NEXT TO A SAND BAR. THE PLT DID NOT POSSESS A SEA PLANE RATING.

Brief of Accident (Continued)

File No. - 587

7/30/85

KUSTATAN RIVER, AK

A/C Reg. No. N1104N

Time (Lcl) - 2215 ADT

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND
3. IMPROPER DECISION, INADEQUATE TRAINING - PILOT IN COMMAND
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. WEATHER CONDITION - UNFAVORABLE WIND
6. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
7. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
8. AIRSPEED(VLOF) - NOT OBTAINED - PILOT IN COMMAND
9. LIFT-OFF - PREMATURE -
10. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

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) 6,7,8,10

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. - 584 7/31/85 ANCHORAGE, AK A/C Reg. No. N7404X Time (Lcl) - 2305 ADT

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

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

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

Make/Model - BALLOON WORKS FIREFLY 8	Eng Make/Model - N/A	ELT Installed/Activated - YES/YES
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 1195	Engine Type - N/A	
No. of Seats - UNK/NR	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- 300/003 KTS</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - 6000 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;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - UNK/NR</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">FREE BALLOON</p>	<p>Age - 33</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 1</p> <p style="padding-left: 20px;">Aircraft Type - FF-8</p>	<p>Medical Certificate - UNK/NR</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 306</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 306</td> <td>Last 30 Days- 6</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 12</td> </tr> </table>	Total - 306	Last 24 Hrs - 1	Make/Model- 306	Last 30 Days- 6	Instrument- 0	Last 90 Days- 12
Total - 306	Last 24 Hrs - 1							
Make/Model- 306	Last 30 Days- 6							
Instrument- 0	Last 90 Days- 12							

Instrument Rating(s) - NONE

-----Narrative-----

WHILE THE PLT WAS APPROACHING A FIELD TO LAND, THE WIND SHIFTED & GUSTED, BLOWING THE BALLOON TOWARD A LIGHT STANDARD. THE ENVELOPE GRAZED THE STANDARD, RIPPING THE MATERIAL NEAR THE TOP OF THE BALLOON. THE BALLOON THEN LANDED IN THE FIELD. THE WIND WAS REPORTED TO BE FROM 300 DEG AT 3 GUSTING 10 KTS.

Brief of Accident (Continued)

File No. - 584

7/31/85 - ANCHORAGE, AK

A/C Reg. No. N7404X

Time (Lcl) - 2305 ADT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. WEATHER CONDITION - UNFAVORABLE WIND
4. WEATHER CONDITION - GUSTS
5. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
6. OBJECT - UTILITY POLE

----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) 2,3,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 586 8/05/85 CHICKALOON FLAT, AK A/C Reg. No. N61684 Time (Lcl) - 1830 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
1

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

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

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 320/008 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ANCHORAGE, AK
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 42
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1190
Make/Model- 232
Instrument- 74
Multi-Eng - 30
Last 24 Hrs - 1
Last 30 Days- 10
Last 90 Days- 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT MADE AN OFF-ARPT LANDING ON AN AREA OF CLAY SILT WITH SPARSE GRASS. AFTER SLOWING THE ACFT TO ABOUT 20 TO 25 MPH, THE NOSEWHEEL WENT INTO A SHALLOW GULLY OF SOFT CLAY. THE ACFT THEN STOPPED ABRUPTLY & NOSED OVER.

Brief of Accident (Continued)

File No. - 586

8/05/85

CHICKALOON FLAT, AK

A/C Reg. No. N61684

Time (Lc1) - 1830 ADT

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. TERRAIN CONDITION - SOFT
3. TERRAIN CONDITION - DITCH

Occurrence #2 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 585 8/05/85 MONTAGUE ISLAND, AK A/C Reg. No. N4000C Time (Lcl) - 1610 ADT

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

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

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

Make/Model - STINSON 108-3	Eng Make/Model - FRANKLIN 6A4-165-B3	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 165 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 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 - 7000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 131
SE LAND	Months Since - 2	Last 24 Hrs - 2
	Aircraft Type - 108	Make/Model- 70
		Last 30 Days- 10
		Instrument- 3
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING THE TAKEOFF ROLL, THE ACFT WAS KEPT CLOSE TO THE WATERLINE TO STAY ON THE HARD SAND. AFTER ROLLING APRX 700 FT, THE TAIL WHEEL WAS RAISED. AT ABOUT THAT TIME, THE LEFT GEAR SANK IN SOFT SAND & PULLED THE ACFT TO THE LEFT. SUBSEQUENTLY, THE ACFT ENCOUNTERED WATER FROM THE INCOMING TIDE & NOSED OVER.

Brief of Accident (Continued)

File No. - 585

8/05/85

MONTAGUE ISLAND, AK

A/C Reg. No. N4000C

Time (Lc1) - 1610 ADT

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
 3. TERRAIN CONDITION - WET
-

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 529 5/07/85 OZARK,AL A/C Reg. No. N6097M Time (Lcl) - 2036 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor None
0 0 0

1
0

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- 230/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
COLUMBIA,SC
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 26
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 158 Last 24 Hrs - 4
Make/Model- 158 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 58

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ON A X-COUNTRY FLT FROM OZARK, AL TO COLUMBIA, SC & RETURN. HE USED 22 GAL OF FUEL EN ROUTE TO COLUMBIA. BEFORE RETURNING, HE REFUELED THE ACFT TO ITS FULL CAPACITY OF 24.5 USABLE GALS. HOWEVER, ON THE RETURN FLT, HE ENCOUNTERED HEADWINDS, DID NOT LEAN HIS MIXTURE & WAS VECTORED AROUND THUNDERSTORMS. BEFORE REACHING THE ARPT, THE ENG LOST POWER FROM FUEL EXHAUSTION. SUBSEQUENTLY, THE ACFT WAS DAMAGED DURING A FORCED LANDING. THE PLT REPORTED THAT THE ACFT KNOCKED DOWN A POWER LINE & DAMAGED AN OAT CROP.

Brief of Accident (Continued)

File No. - 529

5/07/85

OZARK, AL

A/C Reg. No. N6097M

Time (Lc1) - 2036 CDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
4. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND
5. FLUID, FUEL - EXHAUSTION
6. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

7. OBJECT - WIRE, TRANSMISSION

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

8. TERRAIN CONDITION - CROP

-----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) 2,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 547 5/11/85 ANDALUSIA,AL A/C Reg. No. N3682V Time (Lcl) - 1530 CDT

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

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

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

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

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

Weather Data	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	ANDULUSIA-OPP
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - 29
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 100
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3000 FT BROKEN	Type Apch/Lndg - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE		
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 - 47
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 35
		Instrument- 1
		Last 30 Days- 2
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT REPORTED THAT DURING A LANDING ROLL, THE ACFT VEERED TO THE RIGHT, WENT OFF THE RIGHT SIDE OF THE RWY & COLLIDE WITH A DIRT BANK.

Brief of Accident (Continued)

File No. - 547

5/11/85

ANDALUSIA,AL

A/C Reg. No. N3682V

Time (Lcl) - 1530 CDT

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 EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND

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

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) 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. - 546 5/11/85 GREENVILLE,AL A/C Reg. No. N477M Time (Lc1) - 1000 CDT

-----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 - GREAT LAKES 2T-1A-2	Eng Make/Model - LYCOMING AEIO-360-B1G6	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	GREENVILLE,AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GREENVILLE MUNI
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 32
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3790/ 80
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1190
SE LAND,ME LAND	Months Since - 1	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- 60
		Multi-Eng - 1060

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE MADE A NORMAL APCH FOR A FULL STOP, 3-POINT LANDING. DURING THE LANDING ROLL, THE ACFT BEGAN TO VIBRATE & SHAKE Laterally. THE PLT REPORTED THAT THE VIBRATION WAS CAUSED BY A TAIL WHEEL SHIMMY, BUT AT FIRST, HE DID NOT REALIZE WHAT CAUSED THE SHAKING. THE ACFT BEGAN DRIFTING, BUT IT WAS TOO SLOW FOR RUDDER EFFECTIVENESS, SO THE PLT USED DIFFERENTIAL BRAKING. THE ACFT THEN SWERVED OFF THE RWY & FLIPPED OVER. AN EXAM & DISASSEMBLY OF THE TAILWHEEL DID NOT REVEAL ANY MECHANICAL FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 546

5/11/85

GREENVILLE,AL

A/C Reg. No. N477M

Time (Lc1) - 1000 CDT

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

Finding(s)

1. LANDING GEAR, TAILWHEEL - UNLOCKED
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #2 NOSE OVER
Phase of Operation LANDING

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 527 3/27/85 ONXY,AR A/C Reg. No. N6048B Time (Lc1) - 1430 CST

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

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

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

Make/Model - CESSNA 182A	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	OKLAHOMA CITY,OK	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	HOT SPRINGS,AR	Runway Ident - N/A
Wind Dir/Speed- 170/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 1.000 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - PART OBS	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - UNK/NR OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 239
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 25
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT 1230 CST ON 3/27/85, THE PLT & HIS WIFE DEPARTED ON A X-COUNTRY FLT, BUT DID NOT ARRIVE AT THEIR DESTINATION. WHEN FAMILY MEMBERS BECAME CONCERNED, A SEARCH WAS INITIATED. THE WRECKAGE WAS LOCATED ON 3/31/85 WHERE THE ACFT COLLIDED WITH TREES & CRASHED ON WOODED TERRAIN. INVESTIGATION REVEALED THE PLT HAD OBTAINED AN AIRBORNE WX BRIEFING AT 1343 CST. THE LATEST WX AT HOT SPRINGS AT THAT TIME WAS REPORTED AS SKY PARTIALLY OBSCURED, 800' OVERCAST, VISIBILITY 3/4 MI WITH FOG, WIND 170 DEG AT 5 KTS. A RADAR SUMMARY SHOWED 2/10 COVERAGE OF THUNDERSTORMS & RAIN SHOWERS IN THE AREA. AN EXAM OF THE CRASH SITE SHOWED THAT INITIAL IMPACT WAS WITH TREES AT APRX 40' AGL. THE 1ST IMPACT WITH THE GROUND WAS ABOUT 200' BEYOND INITIAL IMPACT WITH THE TREES. THE WRECKAGE PATH WAS 400' LONG. NO PREIMPACT PART FAILURE/MALFUNCTION WAS FOUND. THE PROP BLADES HAD SIGNIFICANT ROTATIONAL DAMAGE. APRX 27 MI NW AT HOT SPRINGS, THE 1358 WX WAS IN PART: PARTIALLY OBSCURED, 800 FT OVERCAST, 1 MI VIS WITH FOG. THE CRASH SITE WAS APRX 300' ABOVE THE ELEV AT HOT SPRINGS.

Brief of Accident (Continued)

File No. - 527

3/27/85

ONXY,AR

A/C Reg. No. N6048B

Time (Lc1) - 1430 CST

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

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

Finding(s)
 7. OBJECT - TREE(S)
 8. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 9. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 550 5/06/85 EARLE, AR A/C Reg. No. N8138K Time (Lcl) - 1000 CDT

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

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

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

Make/Model	- GULFSTREAM-SCHWEIZER G-164B	Eng Make/Model	- P&W R-1340-AN1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 4500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/010 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAME AS ACC/INC</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 - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>FARM STRIP</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - 2500</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND</p>	<p>Age - 51</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 21</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 15000</p> <p>Make/Model- 3000</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - 2000</p> <p>Last 24 Hrs - 5</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 40</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF FROM A FARM STRIP, THE ENG LOST POWER SHORTLY AFTER LIFT-OFF. THE PLT LANDED STRAIGHT AHEAD; HOWEVER, DURING THE LANDING ROLL, THE ACFT ENCOUNTERED A LOW, WET AREA & NOSED OVER. AN EXAM OF THE ENG REVEALED ABOUT A CUP OF WATER IN THE CARBURETOR BOWL. FUEL SAMPLES WERE NOT AVAILABLE FROM THE FUEL TANK SINCE IT HAD RUPTURED DURING THE ACCIDENT.

Brief of Accident (Continued)

File No. - 550

5/06/85

EARLE,AR

A/C Reg. No. N8138K

Time (Lc1) - 1000 CDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT
4. APPROACH AIDS - WET

-----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. - 446 5/29/85 JONESBORO, AR A/C Reg. No. N29WL Time (Lc1) - 1300 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - BELL OH-13E
Landing Gear - SKID
Max Gross Wt - 2350
No. of Seats - 1

Eng Make/Model - FRANKLIN 6V-335
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 210 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 24

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	2252	Last 24 Hrs -	2
Make/Model-	102		Last 30 Days-	UNK/NR
Instrument-	24		Last 90 Days-	30
			Rotorcraft -	102

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE ENG QUIT DUE TO FUEL EXHAUSTION. HE ATTEMPTED TO LAND STRAIGHT AHEAD ON SOFT TERRAIN, BUT THE HELICOPTER ROLLED OVER. DURING THE ACCIDENT SEQUENCE, THE MAIN ROTOR BLADES STRUCK THE TAIL BOOM & SCATTERED PARTS AHEAD OF & TO THE RGT OF THE FLT PATH. THE FLAGMAN WAS APRX 100 FT AHEAD OF THE IMPACT POINT & WAS STRUCK BY FLYING DEBRIS. NO FUEL WAS FOUND IN THE FUEL TANK AFTER THE ACCIDENT. AT THE TIME OF THE ACCIDENT, THE PLT DID NOT POSSESS AN FAA HELICOPTER RATING NOR AN AERIAL APPLICATION CERTIFICATE. ALSO, HE REPORTED THAT THE FUEL GAGES WERE NOT RELIABLE.

Brief of Accident (Continued)

File No. - 446

5/29/85

JONESBORO, AR

A/C Reg. No. N29WL

Time (Lc1) - 1300 CDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
3. FLUID, FUEL - EXHAUSTION
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

5. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - SOFT

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 589 1/22/85 CHANDLER, AZ A/C Reg. No. N65273 Time (Lcl) - 1100 MST

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

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

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

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

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	CHANDLER MUNI
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- 22
Lowest Sky/Clouds	- 6000 FT SCATTERED	- NONE	Runway Lth/Wid
Lowest Ceiling	- 12000 FT BROKEN	- NONE	- 3810/ 75
Obstructions to Vision	- NONE	Type Apch/Lndg	Runway Surface
Precipitation	- NONE	- TRAFFIC PATTERN	- ASPHALT
Condition of Light	- DAYLIGHT	TOUCH AND GO	Runway Status
			- DRY

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

Pilot-In-Command	Age - 22	Medical Certificate	- NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
NONE	Current - N/A	Total - 31	Last 24 Hrs - 2
	Months Since - N/A	Make/Model - 31	Last 30 Days - 9
	Aircraft Type - N/A	Instrument - 1	Last 90 Days - 22

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE FLT INSTRUCTOR (CFI), THE STUDENT PLT DEMONSTRATED 4 GOOD TOUCH-&-GO LANDINGS WHILE ON A DUAL INSTRUCTIONAL FLT. THE CFI DECIDED TO SOLO THE STUDENT, WHO DID NOT HOLD EITHER A MEDICAL OR STUDENT PLT CERTIFICATE. THE CFI TOLD THE STUDENT TO MAKE 1 SOLO TOUCH-&-GO FOLLOWED BY A FULL STOP LANDING. ACCORDING TO THE CFI, THE STUDENT FLEW A NORMAL PATTERN; HOWEVER, HE MADE A HARD LANDING WHICH WAS FOLLOWED BY A HIGH BOUNCE. THE ACFT BEGAN TO PORPOISE, & AFTER 6 OR 7 OSCILLATIONS, IT IMPACTED NOSE 1ST, THEN CAME TO REST WITH THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 589

1/22/85

CHANDLER,AZ

A/C Reg. No. N65273

Time (Lc1) - 1100 MST

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,QUALIFICATION - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE - FLIGHT INSTRUCTOR(ON GROUND)
4. FLARE - IMPROPER - PILOT IN COMMAND
5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 459 3/02/85 YUMA,AZ A/C Reg. No. N913S Time (Lcl) - 1020 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

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

Make/Model - SEVDY PITTS SPECIAL 104
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 900
No. of Seats - 1

Eng Make/Model - LYCOMING O-360-C2C
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- 270/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 1500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
YUMA,AZ
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

AG STRIP
Runway Ident - N/A
Runway Lth/Wid - 1800
Runway Surface - GRAVEL
Runway Status - DRY

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

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

Age - 32
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - OV-10D

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1626 Last 24 Hrs - 1
Make/Model- 72 Last 30 Days- 16
Instrument- 307 Last 90 Days- 57
Multi-Eng - 1067

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE PRACTICING AEROBATICS FOR AN AIRSHOW, THE PLT ENTERED A SPIN. DURING THE SPIN MANEUVER, THE ENG SPUTTERED, LOST POWER & THE PROP STOPPED TURNING. THE ACFT WAS NOT EQUIPPED WITH AN ELECTRIC STARTER, SO THE PLT TRIED TO WINDMILL THE PROP BY DIVING, BUT WAS UNABLE. THE ACFT WAS NEAR AN 1800 FT AG STRIP, SO THE PLT ELECTED TO MAKE A FORCED LANDING THERE. HOWEVER, ON FINAL APCH, THE LANDING GEAR STRUCK A DIRT EMBANKMENT OF AN IRRIGATION DITCH, JUST SHORT OF THE AIRSTRIP. THE ACFT THEN NOSED OVER & CAME TO REST IN THE DITCH. DURING AN EXAM, A LACK OF COMPRESSION WAS FOUND IN THE #1 & #3 CYLINDERS; HOWEVER, NO PREIMPACT PART FAILURE OR MALFUNCTION WAS VERIFIED.

Brief of Accident (Continued)

File No. - 459

3/02/85

YUMA,AZ

A/C Reg. No. N913S

Time (Lc1) - 1020 MST

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

Finding(s)

1. UNDETERMINED
 2. ENGINE ASSEMBLY,CYLINDER - LOW COMPRESSION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT

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

Finding(s)

3. TERRAIN CONDITION - DIRT BANK
-

Occurrence #4 NOSE OVER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 517 4/06/85 QUARTZSITE,AZ A/C Reg. No. N66MG Time (Lcl) - 1130 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - CESSNA 210A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-E
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 265 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
SCOTTSDALE,AZ
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

DESERT GARDENS
Runway Ident - 27
Runway Lth/Wid - 2500/ 100
Runway Surface - GRAVEL
Runway Status - DRY

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

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

Age - 54
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-210

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

Total	- 2015	Last 24 Hrs -	5
Make/Model-	224	Last 30 Days-	UNK/NR
Instrument-	226	Last 90 Days-	6
Multi-Eng -	846		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE OWNER OF THE AIRSTRIP REPORTED THAT HE OBSERVED THE ACFT TOUCHDOWN WITH ITS LEFT WHEEL 2 TO 3 FT LEFT OF THE IMPROVED PORTION OF THE RWY. THEREAFTER THE ACFT ROLLED APRX PARALLEL TO THE RWY UNTIL ITS LEFT WING HIT THE TOP OF A 10 FT TREE BESIDE THE RWY. THE ACFT THEN SWERVED INTO A DIRT BERM AND WAS FURTHER DAMAGED.

Brief of Accident (Continued)

File No. - 517

4/06/85

QUARTZSITE,AZ

A/C Reg. No. N66MG

Time (Lcl) - 1130 MST

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

Finding(s)

1. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
 2. OBJECT - TREE(S)
 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 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) 1,3

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. - 467 5/05/85 WICKENBURG,AZ A/C Reg. No. N24970 Time (Lcl) - 1815 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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 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 - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 30.0 SM
Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BULLHEAD CITY,AZ
Destination
SCOTTSDALE,AZ

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

WICKENBURG
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 - 59

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - C-500

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 13200	Last 24 Hrs	- 8
Make/Model	- 5000	Last 30 Days	- UNK/NR
Instrument	- 490	Last 90 Days	- 245
Multi-Eng	- 5000	Rotorcraft	- 200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT DEPARTED BULLHEAD CITY WITH AN ESTIMATED 12 GAL OF FUEL ON BOARD. WHILE EN ROUTE, HE REALIZED THAT THE ACFT WAS LOW ON FUEL, SO HE DECIDED TO LAND AT WICKENBURG. BEFORE REACHING THE ARPT, THE ENG LOST POWER FROM FUEL EXHAUSTION. THE ACFT WAS DAMAGED DURING A FORCED LANDING IN A DRY WASH APRX 1 MI NW OF THE ARPT.

Brief of Accident (Continued)

File No. - 467

5/05/85

WICKENBURG,AZ

A/C Reg. No. N24970

Time (Lc1) - 1815 MST

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - LOW LEVEL
3. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
4. FLUID,FUEL - EXHAUSTION
5. FUEL SUPPLY - 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)

6. TERRAIN CONDITION - NONE SUITABLE
7. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 551 1/03/85 SANTA BARBARA, CA A/C Reg. No. N2246Q Time (Lc1) - 0740 PST

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

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

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

Make/Model	- BELL 2061-1	Eng Make/Model	- ALLISON 250-C28B	ELT Installed/Activated	- YES/NO
Landing Gear	- HIGH SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4150	Engine Type	- TURBOSHAFT		
No. of Seats	- 7	Rated Power	- 435 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed - 130/006 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 - VFR	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 10207
ME LAND	Months Since - 9	Make/Model - 1054
HELICOPTER	Aircraft Type - 212	Instrument - 675
		Multi-Eng - 33
		Last 24 Hrs - 1
		Last 30 Days - UNK/NR
		Last 90 Days - 95
		Rotorcraft - 10021

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

DURING TAKEOFF & DEPARTURE, THE HELICOPTER CLIMBED TO ABOUT 150 FT AGL & STARTED TO PROCEED OVER WATER. AS IT CROSSED OVER THE SHORELINE NEAR THE END OF THE RWY, THE ENG FLAMED OUT. THE PLT TURNED ABOUT 120 DEG BACK TOWARD A BEECH AREA & MADE AN AUTOROTATIVE LANDING ON SOFT, SANDY TERRAIN. THE HELICOPTER TOUCHED DOWN WITH A FORWARD SPEED OF 8 TO 10 KTS. AS THE SKIDS SANK IN THE SAND, THE PLT APPLIED AFT CYCLIC & THE MAIN ROTOR BLADES STRUCK THE TAIL BOOM. AN EXAM OF THE ENG & FUEL SYS REVEALED NO REASON FOR THE POWER LOSS.

Brief of Accident (Continued)

File No. - 551

1/03/85

SANTA BARBARA, CA

A/C Reg. No. N2246Q

Time (Lcl) - 0740 PST

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

Finding(s)
3. TERRAIN CONDITION - SOFT
4. TERRAIN CONDITION - LOOSE GRAVEL/SANDY

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

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

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. - 553 1/10/85 VAN NUYS, CA A/C Reg. No. N5111V Time (Lcl) - 1544 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 1
0 0

None
0
0

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

Make/Model - SMITH MINIPLANE DSA-1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1000
No. of Seats - 1

Eng Make/Model - LYCOMING O-290
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 25.0 SM
Lowest Sky/Clouds - 5000 FT
Lowest Ceiling - 5000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

VAN NUYS
Runway Ident - 16R
Runway Lth/Wid - 8000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, ME LAND
GLIDER

Age - 58

Biennial Flight Review

Current - YES
Months Since - 0
Aircraft Type - BE-76

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3520	Last 24 Hrs -	0
Make/Model-	300	Last 30 Days-	0
Instrument-	250	Last 90 Days-	0
Multi-Eng -	520		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THIS WAS THE INITIAL TEST FLT AFTER INSTALLATION OF REBUILT WINGS. ON THE TAKEOFF ROLL, THE ACFT BEGAN DRIFTING TO THE RIGHT & THE PLT CORRECTED WITH LEFT AILERON. HE STATED THAT THE ACFT "WHIPPED VIOLENTLY FURTHER TO RIGHT, CAUGHT A WING TIP & GROUND LOOPED." AN EXAM DISCLOSED THAT THE AILERON BELLCRANK WAS IMPROPERLY INSTALLED CAUSING THE AILERONS TO RESPOND IN REVERSE.

Brief of Accident (Continued)

File No. - 553

1/10/85

VAN NUYS,CA

A/C Reg. No. N5111V

Time (Lc1) - 1544 PST

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. FLT CONTROL SYST,AILERON CONTROL - IMPROPER
2. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,LACK OF RECENT EXPERIENCE - PILOT IN COMMAND

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

Finding(s)

5. DIRECTIONAL CONTROL - NOT POSSIBLE -
6. GROUND LOOP/SWERVE - UNCONTROLLED -

-----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. - 554 1/14/85 FULLERTON, CA A/C Reg. No. N3279T Time (Lcl) - 1110 PST

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

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

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

Make/Model - CESSNA 177	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2275	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	FULLERTON, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	FULLERTON MUNI
Wind Dir/Speed- 300/003 KTS	ATC/Airspace	Runway Ident - 06
Visibility - 35.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3121/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - UNK/NR
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ON LANDING, THE ACFT PORPOISED AFTER IT TOUCHED DOWN LONG & FAST. A GO-AROUND WAS ATTEMPTED, BUT TOO LATE, & THE ACFT STRUCK A FENCE AT THE END OF THE RWY. THE OWNER OF THE ACFT A PRE-SOLO STUDENT PILOT, WAS A PASSENGER. THE "PILOT" LEFT THE SCENE & COULD NOT BE LOCATED. FAA RECORDS DID NOT INDICATE THAT THE "PILOT" EVER HELD AN AIRMAN CERTIFICATE. THE "PILOT" HAD REPRESENTED HIMSELF TO THE OWNER AS AN ACFT MECHANIC & HAD MADE ARRANGEMENTS TO CONDUCT AN ANNUAL INSPECTION OF THE ACFT. THE PURPOSE OF THE FLT WAS TO "CHECK OUT THE ACFT. . ."

Brief of Accident (Continued)

File No. - 554

1/14/85

FULLERTON, CA

A/C Reg. No. N3279T

Time (Lcl) - 1110 PST

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, QUALIFICATION - PILOT IN COMMAND
 3. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY/OPERATOR MGMT
 4. DISTANCE - MISJUDGED - PILOT IN COMMAND
 5. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 6. FLARE - IMPROPER - PILOT IN COMMAND
 7. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 8. GO-AROUND - DELAYED - PILOT IN COMMAND
-

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

Finding(s)

9. ABORTED LANDING - INITIATED - PILOT IN COMMAND
 10. OBJECT - FENCE
 11. CLEARANCE - 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) 1,2,6,7,8,11

Factor(s) relating to this accident is/are finding(s) 3,4,5,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 465 1/21/85 PINE VALLEY, CA A/C Reg. No. N24BC Time (Lc1) - 1840 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

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 A185F
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3350
No. of Seats - 6

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

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

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

Weather Data

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

Itinerary

Last Departure Point
PHOENIX, AZ
Destination
SANTEE, CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 47
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

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

Total	- 650	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 CRASHED WHILE THE PLT WAS RETURNING FROM A X-COUNTRY FLT AT NIGHT. WITNESSES REPORTED THAT THE ACFT WAS FLYING LOW IN A WESTERLY DIRECTION & APPEARED TO BE FOLLOWING INTERSTATE HIGHWAY 8. ONE WITNESS, WHO WAS TRAVELING WESTBOUND, STATED THAT THE ACFT OVERTOOK HIM WHILE FLYING AT ABOUT 100 TO 200 FT ABOVE HIS AUTO. HE FURTHER REPORTED THAT THE ACFT THEN TURNED, CROSSED OVER THE FREEWAY, STRUCK THE SIDE OF THE MOUNTAIN & BURST INTO FLAMES. THE ELEVATION OF THE CRASH SITE WAS APRX 4200 FT. LOW CLOUDS WERE REPORTED IN THE AREA AT THE TIME OF THE ACCIDENT. APRX 23 MI WEST AT THE GILLESPI ARPT, THE WX WAS REPORTED AS 3000 FT OVERCAST WITH 10 MI VISIBILITY. THE ELEVATION AT GILLESPI WAS 385 FT. NO PREIMPACT MECHANICAL MALFUNCTION OR FAILURE OF THE ACFT WAS FOUND.

Brief of Accident (Continued)

File No. - 465

1/21/85

PINE VALLEY, CA

A/C Reg. No. N248C

Time (Lcl) - 1840 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation CRUISE

1. LIGHT CONDITION - DARK NIGHT
 2. TERRAIN CONDITION - HIGH TERRAIN
 3. WEATHER CONDITION - CLOUDS
 4. WEATHER CONDITION - LOW CEILING
 5. FLIGHT INTO KNOWN ADVERSE WEATHER - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING

Finding(s)

6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 7. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED -
 8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 9. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 594 1/23/85 EUREKA, CA A/C Reg. No. N4931P Time (Lcl) - 1410 PST

-----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/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	EUREKA, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	KNEELAND
Wind Dir/Speed- 300/007 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2270/ 50
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 41
	Months Since - N/A	Last 24 Hrs - 4
	Aircraft Type - N/A	Make/Model- 39
		Last 30 Days- 13
		Instrument- 2
		Last 90 Days- 39

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A LOCAL SOLO INSTRUCTIONAL FLT, THE STUDENT PLT MADE 3 ATTEMPTS TO LAND AT THE ARPT. ON THE 3RD APCH, THE ACFT TOUCHED DOWN ABOUT HALFWAY DOWN THE RWY "A LITTLE FAST." THE PLT ADDED POWER TO ABORT THE LANDING & MAKE A GO-AROUND. HE THEN CHANGED HIS MIND & REDUCED THE POWER TO IDLE TO CONTINUE THE LANDING. THE PLT THEN HAD MISGIVINGS ABOUT THE AMOUNT OF RWY REMAINING & ELECTED TO GO AROUND AFTER ALL. IMMEDIATELY AFTER THE LAST POWER APPLICATION, THE NOSEWHEEL BEGAN TO "SHAKE VIOLENTLY." ONCE MORE, THE PLT DECIDED TO STOP THE ACFT "TO EXAMINE THE NOSEWHEEL." HOWEVER, THERE WAS INSUFFICIENT RWY REMAINING TO STOP THE ACFT. SUBSEQUENTLY, THE ACFT SKIDDED OFF THE DEPARTURE END OF THE RWY, WENT DOWN AN EMBANKMENT & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 594

1/23/85

EUREKA, CA

A/C Reg. No. N4931P

Time (Lcl) - 1410 PST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. ABORTED LANDING - INITIATED - PILOT IN COMMAND
4. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
6. IMPROPER DECISION, ANXIETY/APPREHENSION - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - ROUGH/UNEVEN
8. TERRAIN CONDITION - DOWNHILL

-----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) 6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 555 2/03/85 BIG BEAR, CA A/C Reg. No. N30069 Time (Lcl) - 1720 PST

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

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

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

Make/Model - PIPER PA-32-300	Eng Make/Model - LYCOMING IO-540-K1G5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination SAN DIEGO, CA	Airport Data
Completeness - N/A		BIG BEAR CITY
Basic Weather - UNK/NR	ATC/Airspace	Runway Ident - 07
Wind Dir/Speed- 210/010 KTS	Type of Flight Plan - IFR	Runway Lth/Wid - 5850/ 75
Visibility - 2.000 SM	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Sky/Clouds - UNK/NR	Type Apch/Lndg - NONE	Runway Status - DRY
Lowest Ceiling - 1500 FT OVERCAST		
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1154
SE LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - PA-32	Make/Model- 45
		Instrument- 234
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER SPENDING THE DAY SKIING, THE PLT & PASSENGERS PLANNED TO DEPART ON A RETURN FLT TO SAN DIEGO. THE WIND WAS FROM 210 TO 220 DEG AT ABOUT 10 MPH. THE PLT ELECTED TO TAKEOFF ON RWY 7 SINCE LOW CLOUDS WERE APPROACHING FROM THE WEST & THE VISIBILITY WAS NEAR ZERO IN THAT DIRECTION. THE VISIBILITY TO THE EAST WAS APRX 2 MI. REPORTEDLY, THE ACFT TRAVELED ABOUT 2500 FT & HAD ACCELERATED TO 55 MPH WHEN IT WAS ROTATED FOR TAKEOFF. AT ABOUT THAT TIME, IT VEERED LEFT, OVERRAN THE EDGE OF THE RWY & COLLIDED WITH A SNOW BANK. NO PRE-ACCIDENT PART FAILURE OR MALFUNCTION WAS REPORTED. THE ARPT ELEV WAS 6750 FT.

Brief of Accident (Continued)

File No. - 555

2/03/85

BIG BEAR, CA

A/C Reg. No. N30069

Time (Lcl) - 1720 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LIGHT CONDITION - DUSK
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. WEATHER CONDITION - TAILWIND
4. WEATHER CONDITION - CROSSWIND
5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAKEOFF

Finding(s)

8. TERRAIN CONDITION - SNOWBANK

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 455 2/13/85 UKIAH, CA A/C Reg. No. N2180Q Time (Lcl) - 1835 PST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SACRAMENTO, CA	UKIAH
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 15
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5005/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6967
SE LAND, ME LAND	Months Since - 1	Make/Model - 26
	Aircraft Type - 177RG	Instrument - 140
		Multi-Eng - 6
		Last 24 Hrs - 1
		Last 30 Days - 40
		Last 90 Days - 87

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON A DARK NIGHT, THE PLT FAILED TO OBSERVE THAT THE TAXIWAY (ON WHICH HE WAS TAXIING) MADE A 90 DEG TURN TO CONNECT WITH THE BEGINNING OF THE RWY. WHERE THE TAXIWAY TURNED, THE ACFT CONTINUED STRAIGHT AHEAD & WENT INTO A 3 FT DEEP DITCH. THERE WERE NO TAXIWAY EDGE MARKINGS & THE CENTERLINE STRIPE WAS NOT OF A REFLECTIVE TYPE.

Brief of Accident (Continued)

File No. - 455

2/13/85

UKIAH, CA

A/C Reg. No. N2180Q

Time (Lcl) - 1835 PST

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

Finding(s)

1. AIRPORT FACILITIES, TAXIWAY LIGHTING - UNAVAILABLE
 2. LIGHT CONDITION - DARK NIGHT
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 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

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. - 456 2/16/85 HAYWARD, CA A/C Reg. No. N4186W Time (Lcl) - 1519 PST

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

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

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

Make/Model - PIPER PA-32-300	Eng Make/Model - LYCOMING IO-540-K1A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	HAYWARD AIR TERMINAL
Wind Dir/Speed- 290/005 KTS	ATC/Airspace	Runway Ident - 28R
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3536/ 75
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1380
SE LAND,ME LAND	Months Since - 9	Last 24 Hrs - 0
	Aircraft Type - C-172	Make/Model- 13
		Instrument- 125
		Multi-Eng - 200
		Last 30 Days- UNK/NR
		Last 90 Days- 130

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE THE INSTRUCTOR PLT (CFI) & STUDENT WERE PRACTICING LANDINGS, THE ENG LOST POWER DURING THE INITIAL CLIMB OF THE 4TH TOUCH-&-GO AT APRX 30 TO 40 FT AGL. THE CFI TOOK CONTROL OF THE ACFT & ATTEMPTED TO LAND ON THE REMAINING RWY. HOWEVER, THE ACFT CONTINUED OFF THE END OF THE RWY & COLLIDED WITH A FENCE BEFORE COMING TO REST ON A GOLF COURSE. DURING SUBSEQUENT EXAM & ENG TESTS, NO REASON COULD BE FOUND FOR THE LOSS OF POWER.

Brief of Accident (Continued)

File No. - 456

2/16/85

HAYWARD, CA

A/C Reg. No. N4186W

Time (Lcl) - 1519 PST

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 OVERRUN
Phase of Operation LANDING - ROLL

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

Finding(s)
2. OBJECT - FENCE

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 595 2/17/85 HEALDSBURG, CA A/C Reg. No. N739XZ Time (Lcl) - 1245 PST

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

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

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

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 160/008 KTS</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - THIN BKN</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 CLOVERDALE, CA</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data CLOVERDALE</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 352
SE LAND	Months Since - 19	Make/Model- 96
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 16
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 52
		Rotorcraft - 172

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A LOCAL FLT, THE ACFT COLLIDED WITH TREES IN A CANYON. THE PLT REPORTED THE ACFT'S ALT WAS LOWER THAN ANTICIPATED & THE TERRAIN IN THE CANYON ROSE RAPIDLY. FULL ENG POWER WAS NOT SUFFICIENT TO NEGOTIATE THE RISING TERRAIN. THE PLT REPORTED THE ACFT'S AIRSPEED & ALT WERE INSUFFICIENT TO EXECUTE A 180 DEG TURN. REALIZING HIS SITUATION, HE ELECTED TO "STALL" THE ACFT INTO THE TREES.

Brief of Accident (Continued)

File No. - 595

2/17/85

HEALDSBURG, CA

A/C Reg. No. N739XZ

Time (Lcl) - 1245 PST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. TERRAIN CONDITION - RISING
5. PROPER CLIMB RATE - NOT POSSIBLE -
6. STALL/MUSH
7. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 457 2/19/85 TRANQUILITY,CA A/C Reg. No. N7084F Time (Lcl) - 1530 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/003 KTS
Visibility - 2.500 SM
Lowest Sky/Clouds - 20000 FT
Lowest Ceiling - 20000 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TRANQUILITY,CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command
Certificate(s)/Rating(s)
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 - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE STUDENT PLT'S MOTHER, HER SON TOOK OFF FROM THEIR COMPANY'S PRIVATELY OWNED AIRSTRIP FOR THE PURPOSE OF REFUELING THE COMPANY'S ACFT. AFTER FLYING FOR ABOUT 15 MIN, THE ACFT EXHAUSTED ITS FUEL SUPPLY. THE PLT MADE A FORCED LANDING IN AN OPEN FIELD. DURING ROLLOUT, THE ACFT CAME TO AN ABRUPT STOP IN A DITCH.

Brief of Accident (Continued)

File No. - 457

2/19/85

TRANQUILITY, CA

A/C Reg. No. N7084F

Time (Lcl) - 1530 PST

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 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) 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. - 458 2/26/85 APPLE VALLEY,CA A/C Reg. No. N21780 Time (Lc1) - 1600 PST

-----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	2	1
						0

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

Make/Model - PIPER PA-32RT-300T	Eng Make/Model - LYCOMING TIO-540	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 - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	FRESNO,CA	APPLE VALLEY
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2889
SE LAND,ME LAND	Months Since - 12	Make/Model- 69
	Aircraft Type - B55	Instrument- UNK/NR
		Multi-Eng - 1937
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 62
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING INITIAL CLIMB, THE ENG LOST POWER. UNABLE TO MAINTAIN FLT, HE MADE A FORCED LANDING 4 MI NORTH OF THE APRT ON ROUGH DESERT TERRAIN. DURING SUBSEQUENT ENG TESTS, SUFFICIENT POWER WAS DEVELOPED TO SUSTAIN FLT.

Brief of Accident (Continued)

File No. - 458

2/26/85

APPLE VALLEY, CA

A/C Reg. No. N21780

Time (Lc1) - 1600 PST

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)
2. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 596 3/03/85 HEALDSBURG, CA A/C Reg. No. N8468R Time (Lcl) - 1400 PST

-----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 -APPROACH			0	0	0
					2
					0

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SANTA ROSA, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	HEALDSBURG MUNI
Wind Dir/Speed- 340/010 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2570/ 31
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - SIMULATED FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 283
SE LAND	Months Since - 23	Make/Model- 116
	Aircraft Type - PA-28	Instrument- 4
		Last 24 Hrs - 1
		Last 30 Days- 1
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

A PVT PLT & AN INSTRUCTOR PLT (CFI) WERE ON A BFR INSTRUCTIONAL FLT. FOR THE PURPOSE OF THIS FLT, THE PVT PLT WAS CONSIDERED TO BE THE PIC. THE CFI REPORTED THAT WHEN THE ACFT WAS AT 3500 FT AGL, HE RETARDED THE THROTTLE TO SIMULATE AN ENG FAILURE. THE PVT PLT ESTABLISHED THE ACFT IN A PATTERN TO THE ARPT. AFTER CROSSING OVER THE ARPT AT ABOUT 1200 FT AGL, HE MANEUVERED TO LAND ON RWY 31. HOWEVER, ON FINAL APCH, THE ACFT ENTERED A RAPID SINK RATE & SUBSEQUENTLY HIT A FENCE BEFORE REACHING THE RWY. THE FLAPS WERE RETRACTED AT THE TIME OF IMPACT.

Brief of Accident (Continued)

File No. - 596

3/03/85

HEALDSBURG, CA

A/C Reg. No. N8468R

Time (Lc1) - 1400 PST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - CHECK PILOT
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
5. SUPERVISION - INADEQUATE - CHECK PILOT

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

Finding(s)

6. OBJECT - FENCE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 523 3/04/85 SANTA BARBARA, CA A/C Reg. No. N6220C Time (Lcl) - 1638 PST

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

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

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

Make/Model - CESSNA T210N	Eng Make/Model - CONTINENTAL TS10-520-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4100	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	BAKERSFIELD, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SANTA BARBARA
Wind Dir/Speed- 240/008 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6049/ 150
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1600
SE LAND	Months Since - 1	Make/Model- 120
	Aircraft Type - T210N	Instrument- 5
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 45

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL AT SANTA BARBARA, THE PLT WAS UNABLE TO EXTEND THE LDG GEAR. EFFORTS AT GEAR EXTENSION USING THE EMERGENCY HAND PUMP FAILED & THE PLT LANDED WITH THE ACFT'S GEAR PARTIALLY EXTENDED. AN EXAM OF THE ACFT REVEALED AN ELECTRICAL PROBLEM OF UNDETERMINED ORIGIN IN THE GEAR CIRCUIT. WHEN THE HAND PUMP WAS USED TO LOWER THE GEAR, THIS EMERGENCY SYSTEM OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 523

3/04/85

SANTA BARBARA, CA

A/C Reg. No. N6220C

Time (Lcl) - 1638 PST

Occurrence #1 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. ELECTRICAL SYSTEM - FAILURE, PARTIAL
2. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - INOPERATIVE
3. LANDING GEAR, EMERGENCY EXTENSION ASSEMBLY - OTHER
4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 597 3/04/85 ORICK, CA

A/C Reg. No. N12486

Time (Lcl) - 1120 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 1

None
1
1

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

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2220
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 - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 210/009 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 1200 FT
Lowest Ceiling - 1200 FT BROKEN
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
REDDING, CA
Destination
CRESCENT CITY, CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

JACK MCNAMARA
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 - 46
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 616 Last 24 Hrs - 4
Make/Model- 616 Last 30 Days- 12
Instrument- 23 Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

WHILE IN FLT AT 11,500 FT, THE PLT BEGAN A DESCENT. AS THE ACFT REACHED 2500 FT, THE ENG BEGAN SPUTTERING, THEN LOST POWER. SUBSEQUENTLY, THE ACFT COLLIDED WITH A WIRE FENCE AS THE PLT WAS APPROACHING TO LAND IN AN OPEN FIELD. THE PLT REPORTED THAT DURING THE DESCENT, HE HAD TURNED ON THE CARB HEAT. HOWEVER, THE CARB HEAT CONTROL WAS FOUND IN THE OFF POSITION & THE CARB HEAT DOOR WAS CLOSED. NO PREEXISTING MALFUNCTIONS OR FAILURES WERE FOUND. THE TEMP & DEW POINT WERE 38 & 34 DEG, RESPECTIVELY. ACCORDING TO ICING PROBABILITY CURVES, THE ACFT WOULD HAVE BEEN OPERATING IN A SERIOUS CARB ICING RANGE DURING THE DESCENT.

Brief of Accident (Continued)

File No. - 597

3/04/85

ORICK, CA

A/C Reg. No. N12486

Time (Lc1) - 1120 PST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - FENCE
-

----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. - 562 3/13/85 WOODLAND, CA A/C Reg. No. N8322T Time (Lc1) - 1430 PST

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

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

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

Make/Model - PIPER PA-44-180T	Eng Make/Model - LYCOMING O-360-E1A6D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3925	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	SACRAMENTO, CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	YOLO COUNTY
Wind Dir/Speed- VARIABLE/004 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6000/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE	PRECAUTIONARY LANDING	
Precipitation - NONE		
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, CFI	Current - YES	Total - 1294
SE LAND, ME LAND	Months Since - 13	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model - 152
		Instrument - 169
		Multi-Eng - 240
		Last 30 Days - UNK/NR
		Last 90 Days - 152

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR (CFI) WAS PREPARING HIS STUDENT FOR A MULTIENGINE, PRIVATE PLT, FLT TEST. THE PURPOSE OF THE LESSON WAS TO DEMONSTRATE A PRECAUTIONARY LANDING FOLLOWING A SIMULATED LOSS OF POWER AFTER TAKEOFF. AT AN ALT OF ABOUT 100 FT AGL, THE CFI RETARDED THE LEFT ENG TO IDLE. HE THEN INITIATED A LANDING, STRAIGHT AHEAD ON THE REMAINING RWY. HE REDUCED THE ANGLE-OF-ATTACK & EXTENDED FULL FLAPS. (THE GEAR HAD NOT BEEN RETRACTED, SO IT WAS ALREADY EXTENDED.) DURING THE LANDING, A HI RATE OF DESCENT DEVELOPED & WAS NOT ARRESTED BEFORE TOUCHDOWN. SUBSEQUENTLY, THE ACFT LANDED HARD & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 562

3/13/85

WOODLAND, CA

A/C Reg. No. N8322T

Time (Lcl) - 1430 PST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
2. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND(CFI)
3. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND(CFI)
4. FLARE - IMPROPER - PILOT IN COMMAND(CFI)

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 598 3/22/85 SHAFTER, CA A/C Reg. No. N67001 Time (Lc1) - 1553 PST

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

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

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

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- 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 - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p style="padding-left: 20px;">FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">SHAFTER-MINTER FIELD</p> <p>Runway Ident - 30</p> <p>Runway Lth/Wid - 4520/ 150</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p> <p style="padding-left: 20px;">HIGH VEGETATION</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 - 33</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> <p>Total - 21</p> <p>Make/Model- 21</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON HIS 1ST SUPERVISED SOLO FLT. HE REPORTED THAT ON DOWNWIND, THE ACFT WAS TOO HI, SO HE EXTENDED 10 DEG OF FLAPS. ON BASE, HE EXTENDED THE FLAPS TO 20 DEG, & BEFORE TURNING ONTO FINAL APCH, HE FURTHER EXTENDED THEM TO 30 DEG. THE STUDENT THEN REALIZED THE ACFT WAS GETTING TOO LOW, SO HE RETRACTED THE FLAPS. THE ACFT THEN DESCENDED EXTREMELY LOW, COLLIDED WITH POWER LINES APRX 1/2 MI FROM THE RWY & CRASH LANDED IN AN OPEN FIELD. THE CHIEF INSTRUCTOR BELIEVED THE STUDENT'S CFI USED IMPROPER METHODS & RELEASED THE STUDENT FOR SOLO BEFORE HE WAS READY. TWO OTHER EXPERIENCED INSTRUCTORS PROVIDED AN ADDITIONAL 40 HRS OF DUAL INSTRUCTION & DID NOT RE-SOLO THE STUDENT.

Brief of Accident (Continued)

File No. - 598

3/22/85

SHAFTER, CA

A/C Reg. No. N67001

Time (Lc1) - 1553 PST

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE -
2. IMPROPER USE OF PROCEDURE, IMPROPER INITIAL TRAINING - FLIGHT INSTRUCTOR (ON GROUND)
3. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
5. LOWERING OF FLAPS - PREMATURE - PILOT IN COMMAND
6. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
7. RAISING OF FLAPS - PERFORMED -
8. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation APPROACH

Finding(s)

9. OBJECT - WIRE, TRANSMISSION

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

10. TERRAIN CONDITION - OPEN FIELD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 477 3/24/85 PANAMINT VALLEY,CA A/C Reg. No. N2614K Time (Lcl) - 1000 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
MINOR
Fire
NONE

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

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

Make/Model - GENERAL BALLOON CORP AX-6
Landing Gear - N/A
Max Gross Wt - 1350
No. of Seats - UNK/NR

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/002 KTS
Visibility - 14.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PANAMINT,CA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL

FREE BALLOON

Age - 42

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - AX-6

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - 76

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- 2

Last 90 Days- 3

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE WAS LANDING ON DESERT TERRAIN IN NEARLY CALM AIR WHEN A "STRONG THERMAL WIND PUSHED THE BALLOON 90 DEGREES FROM THE DIRECTION OF TRACK." SUBSEQUENTLY, THE BALLOON LANDED HARD & WAS DRAGGED ABOUT 150 FT ACROSS THE DESERT. WHILE DEPLOYING THE RIP LINE TO EXPEL HOT AIR, THE PLT FELL ONTO A 68 YEAR OLD FEMALE PASSENGER. DURING THE OCCURRENCE, SHE SUFFERED BROKEN RIBS & A FRACTURED WRIST. REPORTEDLY, THE INJURED PASSENGER HAD OSTEOPOROSIS (CALCIUM DEPLETION OF THE BONES). THE PLT REPORTED THAT DURING THE LANDING, THE WIND HAD GUSTED TO 20 KTS.

Brief of Accident (Continued)

File No. - 477

3/24/85

PANAMINT VALLEY, CA

A/C Reg. No. N2614K

Time (Lcl) - 1000 PST

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. WEATHER CONDITION - GUSTS
-

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

Finding(s)

4. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 469 3/28/85 DEATH VALLEY, CA A/C Reg. No. N802Y Time (Lcl) - 1600 PST

-----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 -TAKEOFF			0	0	0	0

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

Make/Model - PIPER PA-30	Eng Make/Model - LYCOMING IO-320-B1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 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	DEATH VALLEY, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	DEATH VALLEY
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3040/ 70
Lowest Sky/Clouds - 10000 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 - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3039
SE LAND, ME LAND	Months Since - 18	Last 24 Hrs - 2
	Aircraft Type - PA-30	Make/Model- 2418
		Instrument- 448
		Multi-Eng - 2461
		Last 30 Days- UNK/NR
		Last 90 Days- 27

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A FLT FROM RENO, NV TO PHOENIX, AZ, THERE WAS A PARTIAL POWER LOSS IN THE LEFT ENG AS THE ACFT WAS CLIMBING THRU 15,000 FT WITH AN OUTSIDE AIR TEMP OF -15 DEG. THE FUEL SELECTORS COULD NOT BE MOVED, SO THE PLT RETARDED THE RIGHT ENG POWER & DESCENDED. THE LEFT ENG CONTINUED TO RUN ROUGH, SO HE DIVERTED & LANDED AT THE DEATH VALLEY ARPT. ABOUT 1/2 HR AFTER LANDING, THE FUEL SELECTOR COULD BE MOVED. THE PLT SAID HE DRAINED THE FUEL TANKS UNTIL THE ENGS RAN SMOOTHLY. HE THEN LOADED HIS PASSENGERS & STARTED BOTH ENGS. WHILE TAXIING TO TAKEOFF, THE LEFT ENG LOST POWER & WOULD NOT RESTART. THE PASSENGERS DEPLANED & THEN THE PLT MADE A SINGLE ENG TAKEOFF. AFTER THE ACFT BECAME AIRBORNE, IT CLIMBED BRIEFLY, THEN BEGAN TURNING TO THE LEFT. AFTER TURNING ABOUT 130 DEG, THE ACFT IMPACTED THE GROUND BETWEEN 2 SAND DUNES. WATER WAS FOUND IN THE LEFT ENG SERVO & RIGHT MAIN FUEL SUMP. A SMALL AMOUNT OF WATER WAS FOUND MIXED WITH FUEL IN THE MAIN TANKS.

Brief of Accident (Continued)

File No. - 469

3/28/85

DEATH VALLEY, CA

A/C Reg. No. N802Y

Time (Lcl) - 1600 PST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
3. ENGINE ASSEMBLY, OTHER - INOPERATIVE
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
5. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF

----Probable Cause----

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

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. - 470 3/31/85 SAN DIEGO, CA A/C Reg. No. N1434W Time (Lcl) - 1232 PST

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

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

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

Make/Model - BELL 206A	Eng Make/Model - ALLISON 250-C18	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3000	Engine Type - TURBOSHAFT	
No. of Seats - 4	Rated Power - 317 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAN DIEGO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 310/011 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 - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1400
SE LAND	Months Since - 9	Last 24 Hrs - 3
HELICOPTER	Aircraft Type - AH-1J	Make/Model- 47
		Last 30 Days- 51
		Instrument- 182
		Last 90 Days- 190
		Rotorcraft - 1297

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

DURING FLT, THE ENG LOST POWER & THE PLT BEGAN AN AUTOROTATIVE LANDING IN A PARKING LOT. DURING THE APCH, HE MANEUVERED TO AVOID A 100 FT CRANE. AS THE HELICOPTER WAS APPROACHING THE INTENDED TOUCHDOWN POINT, A VEHICLE WAS DRIVEN INTO THE FLT PATH OF THE ACFT. TO AVOID THE VEHICLE, THE PLT INCREASED THE COLLECTIVE TO EXTEND THE GLIDE PATH. SUBSEQUENTLY, THE HELICOPTER LOST ROTOR RPM BEFORE TOUCHDOWN & LANDED HARD. AN EXAM REVEALED THAT AN IMPROPER PART (AN OIL LINE) HAD BEEN SUBSTITUTED FOR THE "COMPRESSOR TO FUEL CONTROL PRESSURE SENSING" LINE (PN 6848471). THE LINE HAD FRACTURED AT A B-NUT WHICH RESULTED IN A LOSS OF POWER.

Brief of Accident (Continued)

File No. - 470

3/31/85

SAN DIEGO,CA

A/C Reg. No. N1434W

Time (Lcl) - 1232 PST

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

Finding(s)

1. BLEED AIR SYSTEM - IMPROPER
 2. MAINTENANCE,REPLACEMENT - IMPROPER - OTHER MAINTENANCE PSNL
 3. BLEED AIR SYSTEM - FAILURE,TOTAL
 4. FUEL SYSTEM,FUEL CONTROL - INOPERATIVE
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 7. MANEUVER - PERFORMED - PILOT IN COMMAND
 8. OBJECT - VEHICLE
 9. LEVEL OFF - PREMATURE -
 10. FLARE - NOT POSSIBLE -
-

-----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) 1,2,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 561 4/10/85 PETALUMA, CA A/C Reg. No. N140MC Time (Lcl) - 2025 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
Pass

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

Wind Dir/Speed- 260/006 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 600 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
HAYWARD, CA
Destination
SANTA ROSA, CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PETALUMA SKY RANCH
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,SE SEA

Age - 47
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

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

Total	- 8202	Last 24 Hrs -	0
Make/Model-	UNK/NR	Last 30 Days-	95
Instrument-	1493	Last 90 Days-	263
Multi-Eng -	5835	Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ATP PLT INITIATED A SHORT X-COUNTRY FLT AT NIGHT IN AN ACFT WITH NO ATTITUDE GYRO INSTRUMENTS. JUST BEFORE THE ACFT CRASHED, WITNESSES HEARD THE ACFT. THEY REPORTED THAT THE ENG SOUNDED LIKE THE PLT WAS DOING STUNTS OR SHARP TURNS. THEY SAID THEY COULD NOT SEE THE ACFT BECAUSE OF THE FOG OR CLOUD COVER AT ABOUT 600 FT. SUDDENLY THEY SAW A LIGHT THAT IMMEDIATELY WENT TOWARD THE GROUND. AT ABOUT THAT SAME TIME, THEY HEARD THE ENG WHINE AS IF THE ACFT WAS IN A DIVE. THE LIGHT DISAPPEARED & THEY HEARD A THUD. THE ACFT WAS LOCATED WHERE IT HAD CRASHED IN A POND. DURING AN EXAM OF THE WRECKAGE NO PREIMPACT FAILURE OR MALFUNCTION OF THE ACFT OR ENG WAS FOUND. THE ACFT WAS EQUIPPED WITH A NEEDLE BALL, AIRSPEED INDICATOR, ALTIMETER & MAGNETIC COMPASS.

Brief of Accident (Continued)

File No. - 561

4/10/85

PETALUMA, CA

A/C Reg. No. N140MC

Time (Lc1) - 2025 PST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - LOW CEILING
4. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

5. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
6. 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) 4,5,6

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. - 590 4/12/85 LAKE BERRYESSA, CA A/C Reg. No. N2925W Time (Lcl) - 1300 PST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-HORIZON HELICOPTER, INC.	SUBSTANTIAL						
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	0	1	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	3	1
Accident Occurred During	-CRUISE							

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	LAKE BERRYESSA, CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed - CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 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 - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 8800
SE LAND, ME LAND	Months Since - 6	Make/Model - 580
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 470
		Multi-Eng - 700
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - 190
		Rotorcraft - 6400

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ON A LOW LEVEL, EAGLE SURVEY MISSION. WHILE CRUISING BETWEEN 20 & 30 MPH, THE PLT FLEW UP A CANYON & WAS CROSSING A RIDGE AT ABOUT 150 FT AGL WHEN HE SAW WIRES AHEAD. HE TOOK EVASIVE ACTION, BUT THE HELICOPTER STRUCK THE WIRES. THE TAIL ROTOR & GEAR BOX WERE TORN FROM THE HELICOPTER & IT BEGAN SPINNING. THE PLT TRIED TO LOWER THE COLLECTIVE & RETARD THE THROTTLE TO STOP THE SPIN, BUT HAD NO THROTTLE OR COLLECTIVE CONTROL. SUBSEQUENTLY, THE HELICOPTER CRASH LANDED.

Brief of Accident (Continued)

File No. - 590

4/12/85

LAKE BERRYESSA, CA

A/C Reg. No. N2925W

Time (Lc1) - 1300 PST

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND
-

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

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

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

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. - 591 4/17/85 HEMET, CA A/C Reg. No. N20HS Time (Lcl) - 1530 PST

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

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

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

Make/Model	- BURKHART GROB G103 TWIN ASTIR	Eng Make/Model	- N/A	ELT Installed/Activated	- NO	-N/A
Landing Gear	- UNK/NR	Number Engines	- N/A	Stall Warning System	- NO	
Max Gross Wt	- 700	Engine Type	- N/A			
No. of Seats	- 2	Rated Power	- N/A			

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	ON AIRPORT
Method - N/A		SAME AS ACC/INC	
Completeness - N/A		Destination	Airport Data
Basic Weather - VMC		LOCAL	HEMET-RYAN
Wind Dir/Speed- 270/010 KTS		ATC/Airspace	Runway Ident - 22
Visibility - 15.0 SM		Type of Flight Plan - NONE	Runway Lth/Wid - 2045/ 30
Lowest Sky/Clouds - 5500 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 - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 896
SE LAND	Months Since - 1	Last 24 Hrs - 1
GLIDER	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- 15
		Multi-Eng - 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ATTEMPTED TO LAND THE GLIDER NEAR THE RWY THRESHOLD IN ORDER TO BE READY FOR AN IMMEDIATE RELAUNCH. HE REPORTED THAT HE WAS AWARE OF VEGETATION, LOCATED ALONG THE EDGE OF THE RWY, BUT SAID THAT HE MISJUDGED ITS HEIGHT. THE RIGHT WING CONTACTED THE VEGETATION DURING THE LANDING FLARE CAUSING THE GLIDER TO VEER TO THE RIGHT WHILE AT A HIGH RATE OF SPEED. THE GLIDER CAME TO REST ABOUT 10 FT BEYOND THE THRESHOLD AT A 60 DEG ANGLE TO THE RWY CENTERLINE & WITH THE TAIL CONE SEPARATED.

Brief of Accident (Continued)

File No. - 591

4/17/85

HEMET, CA

A/C Reg. No. N20HS

Time (Lcl) - 1530 PST

Occurrence ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 592 4/27/85 MADERA, CA A/C Reg. No. N831SP Time (Lc1) - 1050 PST

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

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

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

Make/Model - JACK BOLDT BD-5A	Eng Make/Model - HONDA EB3	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 800	Engine Type - UNK/NR	
No. of Seats - 1	Rated Power - 80 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point REEDLEY, CA	OFF AIRPORT/STRIP
Method - N/A	Destination	Airport Data
Completeness - N/A	SAME AS ACC/INC	MADERA MUNI
Basic Weather - VMC	ATC/Airspace	Runway Ident - 12
Wind Dir/Speed- 300/005 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 4500/ 150
Visibility - 25.0 SM	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Lowest Ceiling - NONE	FORCED LANDING	ROUGH
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 807
SE LAND	Months Since - 22	Make/Model- 16
	Aircraft Type - PA-24	Instrument- 60
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- 3
		Last 90 Days- 3
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON BASE LEG, THE ACFT'S HONDA ENG LOST POWER. UNABLE TO GLIDE TO THE ARPT, THE PLT MADE AN EMERGENCY LANDING ON AN UNDERLYING ALFALFA FIELD. DURING THE LANDING, HE STALLED THE ACFT & LANDED HARD. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 592

4/27/85

MADERA, CA

A/C Reg. No. N831SP

Time (Lcl) - 1050 PST

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

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

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

Finding(s)

- 2. TERRAIN CONDITION - OPEN FIELD
 - 3. TERRAIN CONDITION - ROUGH/UNEVEN
 - 4. FLARE - IMPROPER - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 464 4/27/85 EL TORO MCAS,CA A/C Reg. No. N2860G Time (Lcl) - 0938 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 - NORTH AMERICAN SNJ-6
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - 5300
No. of Seats - 2

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

ELT Installed/Activated - 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- 030/017 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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

EL TORO MCAS
Runway Ident - 34L
Runway Lth/Wid - 6310/ 250
Runway Surface - CONCRETE
Runway Status - DRY

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

Pilot-In-Command

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

Age - 55
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - SNJ-6

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

Total	- 1042	Last 24 Hrs -	1
Make/Model-	498	Last 30 Days-	6
Instrument-	60	Last 90 Days-	20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT INITIATED A NORMAL TAKEOFF & CLIMB UNTIL THE ACFT WAS OVER THE DEPARTURE END OF THE RWY AT ABOUT 150 FT AGL WITH THE LANDING GEAR & FLAPS RETRACTED. THE ACFT THEN ROLLED RAPIDLY INTO A STEEP LEFT BANK, TURNED ABOUT 180 DEG & CLIMBED TO APRX 250 FT AGL. AS THE ACFT ROLLED TO A WINGS LEVEL ATTITUDE, THE NOSE WAS SLIGHTLY ABOVE THE HORIZON. THE ACFT REMAINED IN THAT POSITION MOMENTARILY, THEN QUICKLY ROLLED INTO A STEEP LEFT BANK. AFTER ABOUT ANOTHER 30 DEG OF HEADING CHANGE, THE ACFT ROLLED OVER-THE-TOP INTO A RIGHT SPIN. REPORTEDLY, THE SPIN WAS STOPPED AFTER ABOUT 3 TURNS, BUT BEFORE RECOVERY, THE ACFT STRUCK THE GROUND IN A NOSE DOWN, RIGHT WING DOWN ATTITUDE. AFTER INITIAL IMPACT, THE ACFT CONTINUED INTO A CHAPEL BUILDING & BURNED. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. THE PLT POSSESSED A WAIVER TO FLY WITH AN AMPUTATED LEG. THE ACFT WAS MODIFIED SO THAT HE HAD FULL CONTROL OF THE RUDDER WITH 1 LEG.

Brief of Accident (Continued)

File No. - 464

4/27/85

EL TORO MCAS, CA

A/C Reg. No. N2860G

Time (Lc1) - 0938 PST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. MANEUVER - INITIATED - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 466 5/05/85 CONCORD, CA A/C Reg. No. N500RG Time (Lcl) - 1638 PDT

-----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						1

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

Make/Model - GLOBE GC-1B	Eng Make/Model - UNK/NR UNK/NR	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1710	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BUCHANAN FIELD
Wind Dir/Speed- 250/014 KTS	ATC/Airspace	Runway Ident - 19R
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4712/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - 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 - UNK/NR	Total - 2500
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING ON RWY 19R WITH A WIND FROM 250 DEG AT 14 KTS, THE ACFT WENT OFF THE RIGHT SIDE OF THE RWY & WAS DAMAGED. PERSONNEL IN THE CONTROL TOWER SAID THAT PLT APPEARED TO LOSE CONTROL OF THE ACFT DURING THE LANDING FLARE & THE ACFT CARTWHEELED TO THE RIGHT.

Brief of Accident (Continued)

File No. - 466

5/05/85

CONCORD, CA

A/C Reg. No. N500RG

Time (Lcl) - 1638 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - 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. - 484 5/17/85 RIO VISTA, CA A/C Reg. No. N2899Z Time (Lcl) - 1350 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - BELLANCA 7ECA
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/010 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
HAYWARD, CA
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

RIO VISTA MUNI
Runway Ident - 25
Runway Lth/Wid - 2616/ 50
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 23
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1268
Last 24 Hrs - 2
Make/Model- 25
Last 30 Days- UNK/NR
Instrument- 102
Last 90 Days- 350
Multi-Eng - 90

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PLT (CFI) REPORTED THAT DURING A BOUNCED LANDING RECOVERY, THE STUDENT PLT HELD THE ACFT IN A 3-POINT ATTITUDE ABOVE THE RWY. AS AIRSPEED DECAYED, THE (CFI) TOOK CONTROL & ADDED FULL POWER. HOWEVER, THE RIGHT WING DROPPED & GRAZED RISING TERRAIN ON THE RIGHT SHOULDER OF THE RUNWAY. THIS INDUCED A GROUNDLOOP TO THE RIGHT & RESULTED IN FURTHER DAMAGE TO THE ACFT.

Brief of Accident (Continued)

File No. - 484

5/17/85

RIO VISTA,CA

A/C Reg. No. N2899Z

Time (Lcl) - 1350 PDT

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

Finding(s)

1. FLARE - IMPROPER - DUAL STUDENT
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - DUAL STUDENT
-

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING

Finding(s)

3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 4. REMEDIAL ACTION - DELAYED -
 5. PROPER ALIGNMENT - NOT MAINTAINED -
 6. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - RISING
-

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING

Finding(s)

7. DIRECTIONAL CONTROL - NOT POSSIBLE -
 8. GROUND LOOP/SWERVE - 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) 1,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 468 6/02/85 HESPERIA, CA A/C Reg. No. N97935 Time (Lcl) - 1655 PDT

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

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

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

Make/Model - STINSON 108-1	Eng Make/Model - FRANKLIN 6A4-150-B3	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2078	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	TWENTY-NINE PAL, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	BAKERSFIELD, CA	HESPERIA AIR LODGE
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 21
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3750/ 50
Lowest Sky/Clouds - 5000 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 - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 121
SE LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 51
		Instrument- 5
		Last 30 Days- UNK/NR
		Last 90 Days- 49

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EN ROUTE, THE PLT NOTED THUNDERSTORMS & TOWERING CUMULUS CLOUDS OVER THE TEHACHAPI MOUNTAINS & ELECTED TO DIVERT TO HESPERIA. HE STATED THAT ALL FIELDS WITHIN RANGE HAD "SEVERE WINDS AND STORMS CLOSING." HE SAID THAT DURING THE LANDING AT HESPERIA, THERE WAS A DIRECT, RIGHT X-WIND WITH GUSTS TO 26 KTS. WHILE LANDING, THE ACFT VEERED OFF THE LEFT SIDE OF THE RWY & THE LEFT WING STRUCK THE GROUND. THE PLT STATED THAT THE ACFT WAS CAPABLE IN LANDING IN X-WINDS UP TO 18 KTS. APRX 15 MI NW AT VICTORVILLE, CA, THE 1655 PDT WIND WAS FROM 250 DEG AT 10 GUSTING 20 KTS.

Brief of Accident (Continued)

File No. - 468

6/02/85

HESPERIA,CA

A/C Reg. No. N97935

Time (Lc1) - 1655 PDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - THUNDERSTORM
 3. WEATHER CONDITION - CLOUDS
 4. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
 5. WEATHER CONDITION - HIGH WIND
 6. WEATHER CONDITION - CROSSWIND
 7. WEATHER CONDITION - GUSTS
 8. DIRECTIONAL CONTROL - NOT POSSIBLE -
 9. GROUND LOOP/SWERVE - UNCONTROLLED -
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 552 6/23/85 LINCOLN, CA A/C Reg. No. N5916P Time (Lc1) - 2102 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
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	4

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

Make/Model - PIPER PA-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 5

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

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

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

Weather Data

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

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

LINCOLN MUNI
Runway Ident - 33
Runway Lth/Wid - 6000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 34

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 448	Last 24 Hrs	- 2
Make/Model-	41	Last 30 Days-	20
Instrument-	2	Last 90 Days-	41

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL AT DUSK, THE PLT ATTEMPTED TO LOWER THE LANDING GEAR, BUT DID NOT OBSERVE A GEAR DOWN LIGHT INDICATION. HE RECYCLED THE GEAR SEVERAL TIMES, THEN UTILIZED THE EMERGENCY GEAR EXTENSION SYS. HE STATED THAT WHEN HE USED THE EXTENSION SYS, HE RELEASED THE ELECTRIC GEAR MOTOR, THEN EXTENDED THE TELESCOPIC EMERGENCY ARM REARWARD. HOWEVER, THE ARM SHOULD HAVE BEEN IN THE FORWARD POSITION TO LOWER THE GEAR. ALSO, THE INVESTIGATOR NOTED THAT WHEN THE NAV LIGHTS WERE TURNED ON, THE GREEN GEAR DOWN & AMBER GEAR UP LIGHTS WOULD HAVE AUTOMATICALLY DIMMED. SUBSEQUENTLY, WHEN THE PLT LANDED, THE GEAR COLLAPSED, A FIRE ERUPTED & THE ACFT WAS DESTROYED. NO PRE-ACCIDENT PART FAILURE OR MALFUNCTION WAS FOUND DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 552

6/23/85

LINCOLN, CA

A/C Reg. No. N5916P

Time (Lcl) - 2102 PDT

Occurrence #1 GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

1. GEAR EXTENSION - INITIATED - PILOT IN COMMAND
 2. LIGHT CONDITION - DUSK
 3. GEAR DOWN AND LOCKED - NOT IDENTIFIED - PILOT IN COMMAND
 4. LANDING GEAR, EMERGENCY EXTENSION ASSEMBLY - OTHER
 5. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
 6. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 7. GEAR DOWN AND LOCKED - NOT ATTAINED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Updated
AAB 87/02 p.12-13

Brief of Accident

File No. - 569 3/21/85 ERIE, CO A/C Reg. No. N3354F Time (Lcl) - 1210 MST

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

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

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

Make/Model - CESSNA 182J	Eng Make/Model - CONTINENTAL O-470-R	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	ON AIRPORT
Method - TELEPHONE	LEADVILLE, CO	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	TRI-COUNTY
Wind Dir/Speed- 140/014 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 30.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3830/ 60
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	GO AROUND	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 172
SE LAND	Months Since - 9	Last 24 Hrs - UNK/NR
	Aircraft Type - C-172	Make/Model- 104
		Last 30 Days- 6
		Instrument- 3
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE ARPT MANAGER SAID HE HAD TOLD THE PLT THAT RWY 15/33 WAS CLOSED & THAT RWY 9 WAS THE FAVORED RWY. AT ABOUT THE TIME N3354F WAS ARRIVING, A MILITARY HELICOPTER LANDED ON RWY 27. THE PLT ASKED A PASSENGER TO TELL HIM WHICH WAY THE WIND SOCK WAS BLOWING & SHE REPLIED THAT IT WAS "FLYING WEST." THE PLT ELECTED TO LAND ON RWY 27 WHICH HAD A 533 FT DISPLACED THRESHOLD & HAD A DOWNHILL GRADE OF 1.52%. WITNESSES REPORTED THAT THE ACFT WAS FAST ON FINAL APCH & LANDED LONG. SUBSEQUENTLY, IT WENT OFF THE RGT SIDE OF THE RWY, NEAR THE DEPARTURE END, HIT A RWY LIGHT & CONTINUED ACROSS ROUGH TERRAIN. THE PLT APPLIED POWER & THE ACFT BECAME AIRBORNE AT THE EDGE OF A WIDE GULLY AREA. IT THEN SETTLED & IMPACTED A DIRT BANK AFTER CROSSING THE GULLY. SKID MARKS FROM THE ACFT WERE FOUND STARTING ABOUT 1366 FT FROM THE DEPARTURE END OF THE RWY & CONTINUED UNTIL THE ACFT LEFT THE RWY. NEARBY AT THE JEFFCO ARPT, THE 1145 MST WIND WAS FROM 140 DEG AT 14 KTS. THE DENSITY ALT AT THE CRASH SITE WAS APRX 6100 FT.

Brief of Accident (Continued)

File No. - 569

3/21/85

ERIE,CO

A/C Reg. No. N3354F

Time (Lc1) - 1210 MST

Occurrence #1 OVERRUN
Phase of Operation LANDING

Finding(s)

1. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
2. WEATHER CONDITION - TAILWIND
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DISPLACED THRESHOLD
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DOWNHILL
5. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
6. DISTANCE - MISJUDGED - PILOT IN COMMAND
7. PROPER TOUCHDOWN POINT - NOT ATTAINED -
8. ABORTED LANDING - DELAYED - PILOT IN COMMAND

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

Finding(s)

9. OBJECT - RUNWAY LIGHT

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

Finding(s)

10. GO-AROUND - DELAYED - PILOT IN COMMAND
11. TERRAIN CONDITION - DITCH
12. LIFT-OFF - INITIATED -
13. WEATHER CONDITION - HIGH DENSITY ALTITUDE
14. AIRSPEED(VLOF) - NOT OBTAINED - PILOT IN COMMAND
15. STALL/MUSH - UNCONTROLLED -

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation OTHER

Finding(s)

16. TERRAIN CONDITION - DIRT BANK

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,9,11,13,16

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 405 5/19/85 GRAND JUNCTION, CO A/C Reg. No. N49926 Time (Lcl) - 1421 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 - BOEING A75N1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2717
No. of Seats - 2

Eng Make/Model - LYCOMING R-680-17
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 - 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
RICHFIELD, UT
Destination
CANYONLANDS, UT

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

GRAND JUNCTION
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 - 32

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 679	Last 24 Hrs	- UNK/NR
Make/Model-	278	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 PLT REPORTED THAT AS HE ARRIVED AT THE DESTINATION (CANYONLANDS, UT), THERE WAS A STORM OVER THE ARPT, SO HE DIVERTED TOWARD DELTA, CO. ABOUT 10 MI FROM DELTA, HE ENCOUNTERED ANOTHER STORM, SO HE TURNED TOWARD GRAND JUNCTION, CO. BEFORE REACHING THE ARPT, THE ENG LOST POWER DUE TO LACK OF FUEL. THE PLT STATED THAT THERE WAS "JUST UNDER A QUARTER OF A TANK OF GAS" REMAINING. HOWEVER, THE ACFT HAD BEEN AIRBORNE AN ESTIMATED 3 HRS & 15 MIN & THE ENG CONSUMED ABOUT 14 GAL/HR. THE PLT STATED THAT THE ACFT HAD NOT BEEN FLOWN FOR APRX 4 YRS & HAD RUST IN THE FUEL LINES & FILTER. HE BELIEVED THAT THE RUST CAUSED FUEL STARVATION & THAT FLUSHING THE FUEL SYS WOULD HAVE PREVENTED THE POWER LOSS. DURING A FORCED LANDING, THE ACFT HIT A DIKE AS THE PLT TRIED TO BOUNCE OVER IT. THE GEAR COLLAPSED & A FENCE & CORN FIELD WERE DAMAGED. THE PLT REPORTED THAT THE ACFT HAD 46 GAL OF FUEL ON BOARD WHEN HE TOOK OFF.

Brief of Accident (Continued)

File No. - 405

5/19/85

GRAND JUNCTION, CO

A/C Reg. No. N49926

Time (Lc1) - 1421 MDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. FUEL SYSTEM - CONTAMINATION
3. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE -
4. WEATHER CONDITION - CLOUDS
5. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
6. FLUID, FUEL - LOW LEVEL
7. FLUID, FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

8. TERRAIN CONDITION - DIRT BANK
9. TERRAIN CONDITION - CROP

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

Finding(s)

10. OBJECT - FENCE

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

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

Factor(s) relating to this accident is/are finding(s) 2,3,4,6,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 548 2/27/85 HORSESHOE BEACH, FL A/C Reg. No. N9228L Time (Lc1) - 2239 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
Injuries				
Crew	1	0	0	0
Pass	0	0	0	0

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

Make/Model - GRUMMAN AMERICAN AA-5
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 310/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
MOBILE, AL
Destination
TAMPA, FL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 36
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 644
Make/Model- 22
Instrument- 12
Last 24 Hrs - 8
Last 30 Days- 8
Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED IN THE GULF OF MEXICO WHILE THE PLT WAS ON A NIGHT X-COUNTRY FLT. THE WX AT THE DESTINATION HAD BEEN FORCAST TO BE IFR. HOWEVER, IN THE AREA OF THE ACCIDENT, WITNESSES STATED THE WX WAS GOOD WITH NO FOG & IT WAS A DARK NIGHT. WHEN THE ACFT DID NOT ARRIVE, A SEARCH WAS INITIATED. THE WRECKAGE WAS FOUND THE NEXT DAY AT 1106 EST WHERE THE ACFT CRASHED ABOUT 3 MI SOUTH OF HORSESHOE BEACH. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. RADAR DATA SHOWED THAT THE ACFT HAD ENTERED A SPIRAL BEFORE CONTACT WAS LOST IN THE VICINITY OF THE CRASH SITE. A CHECK OF THE PLT'S BLOOD SHOWED A SLIGHT AMOUNT OF ALCOHOL; HOWEVER, SOME OR ALL OF THIS COULD HAVE BEEN ATTRIBUTED TO PUTREFACTION.

Brief of Accident (Continued)

File No. - 548

2/27/85

HORSESHOE BEACH, FL

A/C Reg. No. N9228L

Time (Lc1) - 2239 EST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
6. SPIRAL - INADVERTENT - PILOT IN COMMAND
7. DESCENT - NOT CORRECTED - PILOT IN COMMAND

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

----Probable Cause----

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

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. - 543 3/01/85 KEY WEST, FL A/C Reg. No. N709G Time (Lcl) - 0015 EDT

-----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	1	0	0
Accident Occurred During -LANDING			1	0	0

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

Make/Model - ROCKWELL 680E	Eng Make/Model - LYCOMING G50-480-B1A6	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 7500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 7	Rated Power - 340 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BELIZE	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KEY WEST, FL	Runway Ident - N/A
Wind Dir/Speed- 030/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----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)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND, SE SEA	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A COAST GUARD FALCON ACFT WAS ON SCENE WHEN THE ACFT DITCHED IN THE ATLANTIC OCEAN DUE TO FUEL EXHAUSTION. A LIFE RAFT & MARKER WERE DROPPED BY THE COAST GUARD ACFT. A SEARCH WAS CONDUCTED ALL DAY ON 3/1/85 & WAS CALLED OFF AT SUNSET ON 3/2/85. THE OCCUPANTS WERE PRESUMED TO HAVE BEEN FATALY INJURED OR DROWNED. THE ACFT WAS PRESUMED TO HAVE BEEN DESTROYED.

Brief of Accident (Continued)

File No. - 543

3/01/85

KEY WEST, FL

A/C Reg. No. N709G

Time (Lc1) - 0015 EDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. FLUID, FUEL - EXHAUSTION
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 501 3/04/85 JACKSONVILLE, FL A/C Reg. No. N100DT Time (Lcl) - 0254 EST

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

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

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

Make/Model - PIPER PA-23-250	Eng Make/Model - LYCOMING O-540-A1D5	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point UNK/NR	ON AIRPORT
Method - N/A	Destination UNK/NR	Airport Data
Completeness - N/A		JACKSONVILLE NAS
Basic Weather - IMC	ATC/Airspace	Runway Ident - 27
Wind Dir/Speed- 020/002 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 8000/ 200
Visibility - .250 SM	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - 100 FT	Type Apch/Lndg - PAR	Runway Status - DRY
Lowest Ceiling - 100 FT OBSCURED	FORCED LANDING	
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 300
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE SINGLE ENG LAND, PVT PLT HAD AN INSTRUMENT RATING, BUT HAD NO RATING TO FLY MULTI-ENG ACFT. WHILE ON AN ILLEGAL FLT WITH MARIJUANA ON BOARD, HE CONTACTED JACKSONVILLE APCH CONTROL & ADVISED THAT HE COULD NOT SEE THE GROUND DUE TO DENSE GROUND FOG, THE ACFT WAS LOW ON FUEL & HE REQUESTED ASSISTANCE IN LANDING. THE PLT WAS CLEARED FOR AN ILS APCH TO THE JACKSONVILLE INTL ARPT, BUT HE WAS UNABLE TO COMPLETE THE APCH. THE ACFT'S RADIO EQUIPMENT WAS OLD & PROVIDED POOR COMMUNICATIONS, BUT ATC PSNL MANAGED TO VECTOR THE ACFT FOR A PAR APCH TO THE NAVAL AIR STATION. THE 1ST ATTEMPT WAS UNSUCCESSFUL & THE ACFT'S FUEL STATE BECAME CRITICAL. SUBSEQUENTLY, AN ENG LOST POWER FROM FUEL EXHAUSTION. WHILE THE PLT WAS ATTEMPTING A SINGLE ENG APCH, THE ACFT ENTERED A RGT TURN & CRASHED IN A STEEP NOSE DOWN, RGT WING LOW ATTITUDE. AN EXAM OF THE WRECKAGE REVEALED THE RGT ENG WAS FEATHERED & THE LEFT PROP HAD DAMAGE CONSISTENT WITH HIGH POWER.

Brief of Accident (Continued)

File No. - 501

3/04/85

JACKSONVILLE, FL

A/C Reg. No. N100DT

Time (Lc1) - 0254 EST

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

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND
5. LIGHT CONDITION - DARK NIGHT
6. WEATHER CONDITION - CLOUDS
7. WEATHER CONDITION - LOW CEILING
8. WEATHER CONDITION - FOG
9. WEATHER CONDITION - OBSCURATION
10. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
11. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
12. COMM/NAV EQUIPMENT - ERRATIC
13. RADIO COMMUNICATIONS - POOR -
14. WEATHER CONDITION - BELOW APPROACH MINIMUMS
15. MISSED APPROACH - PERFORMED - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

16. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
17. FLUID, FUEL - EXHAUSTION
18. PROPELLER FEATHERING - PERFORMED -

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

Finding(s)

19. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
20. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRAINING - PILOT IN COMMAND
21. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
22. AIRCRAFT HANDLING - NOT MAINTAINED -

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) 2, 10, 11, 16, 17, 19, 22

Factor(s) relating to this accident is/are finding(s) 3, 4, 8, 9, 12, 13, 14, 20, 21

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 504 3/04/85 DAYTONA BEACH, FL A/C Reg. No. N48244 Time (Lcl) - 1330 EST

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

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

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

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

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	ON AIRPORT
Method - N/A		MELBOURNE, FL	
Completeness - N/A		Destination	Airport Data
Basic Weather - VMC		SAME AS ACC/INC	DAYTONA BEACH
Wind Dir/Speed- 130/014 KTS		ATC/Airspace	Runway Ident - 06
Visibility - 7.0 SM		Type of Flight Plan - VFR	Runway Lth/Wid - 3197/ 100
Lowest Sky/Clouds - 3000 FT SCATTERED		Type of Clearance - VFR	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 - 20	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 40
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 40
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING A LANDING AT DAYTONA BEACH, THE ACFT ENCOUNTERED WIND SHEAR, HE LOST DIRECTIONAL CONTROL & THE ACFT VEERED OFF THE LEFT SIDE OF THE RWY INTO THE GRASS. DURING THE OCCURRENCE, THE PROP STRUCK THE GROUND & THE RIGHT WING TIP WAS DAMAGED.

Brief of Accident (Continued)

File No. - 504

3/04/85

DAYTONA BEACH, FL

A/C Reg. No. N48244

Time (Lc1) - 1330 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED -

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) 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. - 496 3/09/85 LAKE PLACID,FL A/C Reg. No. N6294K Time (Lc1) - 1815 EST

-----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
IN FLIGHT

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

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

Make/Model - REPUBLIC RC-3
Landing Gear - AMPHIBIAN
Max Gross Wt - 2980
No. of Seats - 2

Eng Make/Model - FRANKLIN B9F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 215 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- 290/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 7000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAKE PLACID,FL
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND,ME LAND,SE SEA,ME SEA

Age - 62

Biennial Flight Review

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

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 8300	Last 24 Hrs	- UNK/NR
Make/Model-	3000	Last 30 Days-	15
Instrument-	UNK/NR	Last 90 Days-	45
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HEARD A LOUD NOISE & NOTICED THAT A FIRE HAD IMMEDIATELY STARTED IN THE ENG COMPARTMENT. HE MADE AN EMERGENCY LANDING ON A NEARBY LAKE; HOWEVER, THE AMPHIBIOUS ACFT CONTINUED BURNING & WAS DESTROYED. AN INVESTIGATION REVEALED THAT THE FIRE HAD STARTED AFTER A CONNECTING ROD BOLT HAD FAILED & THE ROD WENT THRU THE ENG CASE.

Brief of Accident (Continued)

File No. - 496

3/09/85

LAKE PLACID, FL

A/C Reg. No. N6294K

Time (Lc1) - 1815 EST

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

Finding(s)

1. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL

Occurrence #2 FIRE
Phase of Operation OTHER

Finding(s)

2. ENGINE ASSEMBLY, OTHER - FIRE

Occurrence #3 FORCED LANDING
Phase of Operation LANDING

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 471 3/10/85 TITUSVILLE, FL A/C Reg. No. N58740 Time (Lc1) - 1300 EST

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

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

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

Make/Model - NORTH AMERICAN SNJ-6	Eng Make/Model - P&W R-1340-AN1	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 5300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 600 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	TITUSVILLE-COcoa
Wind Dir/Speed- 030/007 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5001/ 100
Lowest Sky/Clouds - 2500 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 - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 3000
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - 1	Make/Model - 450
	Aircraft Type - SNJ-6	Instrument- 320
		Multi-Eng - 1000
		Last 24 Hrs - 4
		Last 30 Days- 51
		Last 90 Days- 116
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A GROUP OF T-6 TYPE ACFT WERE TAKING OFF IN SECTIONS OF TWO ACFT EACH. EACH SECTION OF TWO WERE MAKING A FORMATION TAKEOFF WITH A 5 TO 6 SECOND INTERVAL BETWEEN SECTIONS. N58740 WAS IN THE LEFT POSITION OF THE 2ND SECTION; N9801C WAS IN THE LEFT POSITION OF THE 3RD SECTION. DURING TAKEOFF, AN ACFT IN THE 1ST SECTION HAD AN ENG PROBLEM & THE PLT ABORTED HIS TAKEOFF. HE MADE A RADIO CALL TO NOTIFY THE OTHER PLTS & THE PLTS OF THE 2ND SECTION ABORTED THEIR TAKEOFF. HOWEVER, THE PLT OF N9801C, WHO WAS LEADING THE 3RD SECTION DID NOT HEAR THE RADIO CALL. HIS ACFT HAD POOR FORWARD VISIBILITY WHILE THE TAIL WHEEL WAS ON THE GROUND; THEREFORE, HE WAS NOT AWARE THAT THE ACFT AHEAD WERE ABORTING UNTIL HE RAISED THE TAIL DURING THE TAKEOFF ROLL. BY THEN, IT WAS TOO LATE TO AVOID A COLLISION. SUBSEQUENTLY, THE LEFT WING OF N9801C STRUCK THE RUDDER & ELEVATORS OF N58740 & BOTH ACFT WERE SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 471

3/10/85

TITUSVILLE, FL

A/C Reg. No. N58740

Time (Lcl) - 1300 EST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. PLANNING-DECISION - IMPROPER - PILOT OF OTHER AIRCRAFT
3. ABORTED TAKEOFF - PERFORMED - PILOT OF OTHER AIRCRAFT
4. SAFETY ADVISORY - ISSUED - PILOT OF OTHER AIRCRAFT
5. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
6. SAFETY ADVISORY - NOT UNDERSTOOD - PILOT OF OTHER AIRCRAFT
7. VISUAL LOOKOUT - NOT POSSIBLE - PILOT OF OTHER AIRCRAFT
8. OBJECT - AIRCRAFT MOVING ON GROUND
9. VISUAL SEPARATION - NOT MAINTAINED -

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 471 3/10/85 TITUSVILLE, FL A/C Reg. No. N9801C Time (Lcl) - 1300 EST

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

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

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

Make/Model - NORTH AMERICAN SNJ-5	Eng Make/Model - P&W R-1340-AN1	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 5300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 600 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	TITUSVILLE-COCO
Wind Dir/Speed- 030/007 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5001/ 100
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 - 51	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 770
SE LAND, ME LAND	Months Since - 17	Last 24 Hrs - 6
	Aircraft Type - PA-28	Make/Model- 103
		Last 30 Days- 7
		Instrument- 248
		Last 90 Days- 27
		Multi-Eng - 166

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A GROUP OF T-6 TYPE ACFT WERE TAKING OFF IN SECTIONS OF TWO ACFT EACH. EACH SECTION OF TWO WERE MAKING A FORMATION TAKEOFF WITH A 5 TO 6 SECOND INTERVAL BETWEEN SECTIONS. N58740 WAS IN THE LEFT POSITION OF THE 2ND SECTION; N9801C WAS IN THE LEFT POSITION OF THE 3RD SECTION. DURING TAKEOFF, AN ACFT IN THE 1ST SECTION HAD AN ENG PROBLEM & THE PLT ABORTED HIS TAKEOFF. HE MADE A RADIO CALL TO NOTIFY THE OTHER PLTS & THE PLTS OF THE 2ND SECTION ABORTED THEIR TAKEOFF. HOWEVER, THE PLT OF N9801C, WHO WAS LEADING THE 3RD SECTION DID NOT HEAR THE RADIO CALL. HIS ACFT HAD POOR FORWARD VISIBILITY WHILE THE TAIL WHEEL WAS ON THE GROUND; THEREFORE, HE WAS NOT AWARE THAT THE ACFT AHEAD WERE ABORTING UNTIL HE RAISED THE TAIL DURING THE TAKEOFF ROLL. BY THEN, IT WAS TOO LATE TO AVOID A COLLISION. SUBSEQUENTLY, THE LEFT WING OF N9801C STRUCK THE RUDDER & ELEVATORS OF N58740 & BOTH ACFT WERE SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 471

3/10/85

TITUSVILLE, FL

A/C Reg. No. N9801C

Time (Lc1) - 1300 EST

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. PLANNING-DECISION - IMPROPER - PILOT OF OTHER AIRCRAFT
3. ABORTED TAKEOFF - PERFORMED - PILOT OF OTHER AIRCRAFT
4. SAFETY ADVISORY - ISSUED - PILOT OF OTHER AIRCRAFT
5. SAFETY ADVISORY - NOT UNDERSTOOD - PILOT IN COMMAND
6. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
7. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
8. OBJECT - AIRCRAFT MOVING ON GROUND
9. VISUAL SEPARATION - NOT MAINTAINED -

-----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) 8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 503 3/10/85 PAHOKEE, FL A/C Reg. No. N44480 Time (Lcl) - 2033 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

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

Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 110/004 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 30000 FT THIN BKN

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

PALM BEACH COUNTY GLADES

Runway Ident - 17

Runway Lth/Wid - 4620/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - PRECAUTIONARY LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 32

Biennial Flight Review

Current - YES

Months Since - 14

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 340

Make/Model- 340

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 10

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHEN HE SMELLED SMOKE IN THE CABIN, HE LANDED & TAXIED TO THE RAMP AREA. THEN A FIRE ERUPTED. AN INVESTIGATION REVEALED THE FIRE STARTED WHERE AN ELECTRICAL SHORT OCCURRED NEAR THE APU PLUG (IN THE AREA OF THE AFT BAGGAGE COMPARTMENT).

Brief of Accident (Continued)

File No. - 503

3/10/85

PAHOKEE, FL

A/C Reg. No. N44480

Time (Lc1) - 2033 EST

Occurrence FIRE
Phase of Operation LANDING

Finding(s)

1. ELECTRICAL SYSTEM - SHORTED
 2. ELECTRICAL SYSTEM - SMOKE
 3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 4. FUSELAGE, CARGO COMPARTMENT - FIRE
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 522 3/16/85 GAINESVILLE, FL A/C Reg. No. N545SF Time (Lc1) - 2014 EST

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

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

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

Make/Model - ARONSON FALCO F8L	Eng Make/Model - LYCOMING IO-320-B1A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1880	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point BOWLING GREEN, KY	
Method - TELEPHONE	Destination GAINESVILLE, FL	Airport Data ALACHUA COUNTY REGIONAL
Completeness - FULL		Runway Ident - 28
Basic Weather - IMC	ATC/Airspace	Runway Lth/Wid - 6503/ 150
Wind Dir/Speed- 040/004 KTS	Type of Flight Plan - IFR	Runway Surface - ASPHALT
Visibility - 1.500 SM	Type of Clearance - IFR	Runway Status - UNK/NR
Lowest Sky/Clouds - 300 FT	Type Apch/Lndg - ILS-COMPLETE	
Lowest Ceiling - 300 FT OVERCAST		
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 380
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RECEIVED A WX BRIEFING & FILED AN IFR CLNC, THEN DEPARTED VFR. EXCEPT FOR A HDWND, THE 1ST PART OF THE FLT WAS NORMAL. IN THE VCNTY OF MACON, GA, THE PLT REQUESTED & RECEIVED AN IFR CLNC. LATER, HE ELECTED TO DIVERT TO THE GAINESVILLE RGNL ARPT & WAS VECTORED FOR AN ILS 28 APCH. WHILE DIVERTING, HE INDICATED SOME CONFUSION CONCERNING THE APCH PLATES; AT 1ST, HE STARTED USING THE GAINESVILLE, GA PLATE, THEN HE SWITCHED TO THE CORRECT PLATE (GAINESVILLE, FL). HE HAD DIFFICULTY MAINTAINING HEADING ON THE ILS & MADE A MISSED APCH 2 MI EAST OF THE ARPT. HE ADMITTED HAVING PROBLEMS WITH THE APCH, DECLARED A LOW FUEL STATE & RECEIVED VECTORS FOR ANOTHER ILS. AGAIN, HE HAD DIFFICULTY MAINTAINING HEADING CONTROL. ON THE 2ND APCH, THE ACFT WAS OBSERVED TO FLY OVER THE FIELD & THE PLT WAS CLEARED TO LAND ON ANY RWY. HOWEVER, THE ACFT CRASHED ON THE APCH END OF RWY 6. THERE WAS EVIDENCE OF LITTLE MOVEMENT AFTER IMPACT & VERY LITTLE CHORDWISE SCRAPING OF THE PROP. NO FUEL WAS FOUND IN THE FUEL TANKS OR FUEL INJECTOR LINES.

Brief of Accident (Continued)

File No. - 522

3/16/85

GAINESVILLE, FL

A/C Reg. No. N545SF

Time (Lc1) - 2014 EST

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
7. WEATHER CONDITION - DARK NIGHT
8. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
9. MISSED APPROACH - PERFORMED - PILOT IN COMMAND
10. FLUID, FUEL - EXHAUSTION
11. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #3 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #4 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

12. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
13. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #5 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,8,10,11,12,13

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. - 498 3/19/85 VERO BEACH, FL A/C Reg. No. N69109 Time (Lcl) - 0944 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

-----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 - 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	VERO BEACH
Wind Dir/Speed- 020/010 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4975/ 100
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----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 - 35
	Months Since - N/A	Last 24 Hrs - 4
	Aircraft Type - N/A	Make/Model- 35
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 35
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS PRACTICING TOUCH-&-GO LANDINGS ON RWY 11. DUE TO A WIND SHIFT, THE ACTIVE RWY WAS CHANGED TO RWY 4. THE STUDENT STATED THAT DURING HIS 1ST PATTERN FOR A LANDING ON RWY 4, HIS APCH WAS HIGH & FAST. AS THE ACFT TOUCHED DOWN, HE LOST DIRECTIONAL CONTROL. THE ACFT THEN SWERVED TO THE LEFT, WENT OFF THE RWY, ENCOUNTERED SOFT TERRAIN & NOSED OVER.

Brief of Accident (Continued)

File No. - 498

3/19/85

VERO BEACH, FL

A/C Reg. No. N69109

Time (Lc1) - 0944 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

1. GO-AROUND - INITIATED - PILOT IN COMMAND

2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

3. GROUND LOOP/SWERVE - INADVERTENT - 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) 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. - 499 3/22/85 LEESBURG, FL A/C Reg. No. N4EY Time (Lcl) - 1240 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

Make/Model - CESSNA P337H
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4630
No. of Seats - 5

Eng Make/Model - CONTINENTAL TS10-360-C
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 225 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 250/011 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 2300 FT
Lowest Ceiling - 2300 FT: BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
MELBOURNE, FL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

LEESBURG MUNI
Runway Ident - 31
Runway Lth/Wid - 4984/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 47

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - C-337

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3100	Last 24 Hrs	- UNK/NR
Make/Model-	2600	Last 30 Days-	5
Instrument-	0	Last 90 Days-	20
Multi-Eng	- 2600		

Instrument Rating(s) - NONE

-----Narrative-----

ON THE MORNING OF 3/22/85, THE PLT ARRIVED AT THE LEESBURG MUNI ARPT TO PICK UP AN ACFT THAT HAD BEEN PAINTED. APRX 4 WEEKS EARLIER, THE ACFT HAD BEEN FERRIED THERE FOR THE PAINT JOB. THE PLT SAID THAT DURING TAKEOFF, BOTH ENGS LOST POWER AT ABOUT 300 FT AGL & HE TRIED TO TURN BACK TO THE ARPT. SEVERAL WITNESSES SAID THAT THEY SAW THE ACFT TURNING IN A NOSE HI ATTITUDE, THEN IT SPUN INTO TREES. AN EXAM OF THE CRASH SITE REVEALED THAT THE ACFT WAS IN A STEEP DESCENT WHEN IT CRASHED. WATER WAS FOUND IN THE FRONT & REAR GASCOLATORS & FUEL INJECTION MANIFOLD VALVES. BOTH OUTBOARD SCUPPER DRAINS WERE CLOGGED WITH DIRT. ALSO, BOTH FUEL CAPS WERE FOUND TO BE DEFECTIVE & WOULD ALLOW WATER TO LEAK INTO THE TANKS.

Brief of Accident (Continued)

File No. - 499

3/22/85

LEESBURG, FL

A/C Reg. No. N4EY

Time (Lcl) - 1240 EST

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

Finding(s)

1. FUEL SYSTEM, CAP - LEAK
2. MAINTENANCE, INSPECTION OF AIRCRAFT - IMPROPER -
3. FLUID, FUEL - CONTAMINATION
4. FLUID, FUEL - WATER
5. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
6. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - ERRATIC

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
8. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

9. OBJECT - TREE(S)

Occurrence #5 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 521 3/24/85 EVERGLADES, FL A/C Reg. No. N8773L Time (Lcl) - 0800 EST

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

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

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

Make/Model - PIPER PA-25-235	Eng Make/Model - LYCOMING O-540-B2G5	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HOMESTEAD, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 10000 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 - 52	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3800
SE LAND	Months Since - 18	Make/Model- 275
	Aircraft Type - PA-28	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- 6
		Last 90 Days- 62
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS ON A FLT OVER THE EVERGLADES AT APRX 500 FT AGL, WHEN THE ENG BEGAN TO RUN ROUGH & DECREASED TO ABOUT 1200 RPM. DURING A FORCED LANDING, THE ACFT FUEL SYSTEM BURST BEFORE THE ACFT CAME TO REST & A FIRE ERUPTED. THE PLT EXITED THE ACFT & ATTEMPTED TO EXTINGUISH THE FLAMES WITH NEGATIVE RESULTS. HE THEN WALKED FOR ABOUT 6 HRS THRU THE EVERGLADES PARK BEFORE BEING RESCUED. THE ACFT WAS DESTROYED BY FIRE & WAS ABANDONED.

Brief of Accident (Continued)

File No. - 521

3/24/85

EVERGLADES, FL

A/C Reg. No. N8773L

Time (Lcl) - 0800 EST

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)
2. TERRAIN CONDITION - 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. - 570 3/26/85 TAMPA, FL

A/C Reg. No. N58208

Time (Lcl) - 1015 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				

Type of Operation - INSTRUCTIONAL

Fire Crew 0

0 0 0 2

Flight Conducted Under -14 CFR 91

NONE Pass 0

0 0 0 0

Accident Occurred During -LANDING

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

Make/Model - HUGHES 269C

Eng Make/Model - LYCOMING H10-360-D1A

ELT Installed/Activated - UNK/NR

Landing Gear - SKID

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 1670

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 3

Rated Power - 190 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 080/011 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - SIMULATED FORCED LANDING

Airport Proximity

ON AIRPORT

Airport Data

PETER O KNIGHT

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

HELICOPTER

Age - 46

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 4070 Last 24 Hrs - 4

Make/Model- 2605 Last 30 Days- UNK/NR

Instrument- UNK/NR Last 90 Days- 273

Multi-Eng - UNK/NR Rotorcraft - 4070

Instrument Rating(s) - NONE

-----Narrative-----

THE INSTRUCTOR PLT (CFI) REPORTED THAT WHILE PRACTICING A TAXI/HOVER AUTOROTATION, THE HELICOPTER SETTLED ONTO A SOFT AREA IN THE TURF. HE REPORTED THAT THE STUDENT OVER-CONTROLLED WITH RIGHT ANTI-TORQUE PEDAL & THE HELICOPTER SETTLED IN A LEFT SKID. THE CFI WAS UNABLE TO OVERPOWER THE STUDENT WHILE ATTEMPTING REMEDIAL ACTION. AFTER TOUCHDOWN, THE LEFT SKID SANK IN THE SOFT TERRAIN & THE HELICOPTER ROLLED OVER.

Brief of Accident (Continued)

File No. - 570

3/26/85

TAMPA, FL

A/C Reg. No. N58208

Time (Lc1) - 1015 EST

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

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
 2. AUTOROTATION - PERFORMED - DUAL STUDENT
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 4. TAIL ROTOR - IMPROPER USE OF - DUAL STUDENT
 5. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND(CFI)
 6. RELINQUISHING OF CONTROL - NOT PERFORMED - DUAL STUDENT
 7. DIRECTIONAL CONTROL - NOT MAINTAINED -
-

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

Finding(s)

8. TERRAIN CONDITION - SOFT
 9. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND(CFI)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 572 3/27/85 KEY WEST, FL A/C Reg. No. N4944U Time (Lcl) - 1600 EST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage									
Name of Carrier	-KEY WEST SEAPLANE SERVICE	SUBSTANTIAL		Fatal	0	Serious	0	Minor	0	None	1
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire		Crew	0		0		0		4
Flight Conducted Under	-14 CFR 135	NONE		Pass	0		0		0		
Accident Occurred During	-TAXI										

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

Make/Model	- CESSNA 206	Eng Make/Model	- CONTINENTAL IO-520-L	ELT Installed/Activated	- YES/NO
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	Destination		Airport Data	
Completeness	- N/A	KEY WEST, FL		Runway Ident	- N/A
Basic Weather	- VMC	ATC/Airspace		Runway Lth/Wid	- N/A
Wind Dir/Speed	- 110/011 KTS	Type of Flight Plan	- NONE	Runway Surface	- N/A
Visibility	- 10.0 SM	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Sky/Clouds	- 20000 FT SCATTERED	Type Apch/Lndg	- NONE		
Lowest Ceiling	- NONE				
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current - YES	Total - 9600	Last 24 Hrs - 7
SE LAND, ME LAND, SE SEA	Months Since - 12	Make/Model - 1503	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 440	Last 90 Days - 193
		Multi-Eng - 3070	Rotorcraft - 1020

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER THE ACFT DEPARTED THE SEAPLANE PARKING AREA, THE PLT NOTICED THAT THE LEFT FLOAT WAS TAKING ON WATER. HE INITIATED A TURN BACK TOWARDS THE RAMP AREA & APPLIED FULL POWER IN AN ATTEMPT TO REACH SHALLOWER WATER. AS HE APCHD THE PARKING AREA & WAS TURNING THE ACFT OUT OF THE WIND, A COMBINATION OF WIND, WAVE ACTION & FORWARD MOTION CAUSED THE LEFT FLOAT TO DIG IN. THE ACFT THEN NOSED OVER IN ABOUT 4 FT OF WATER. A POST-CRASH EXAM OF THE LEFT FLOAT REVEALED A 1-1/2 INCH TRANSVERSE SPLIT JUST FORWARD OF THE BULKHEAD IN THE LARGEST COMPARTMENT OF THE FLOAT WHICH ALLOWED IT TO TAKE ON WATER.

Brief of Accident (Continued)

File No. - 572

3/27/85

KEY WEST, FL

A/C Reg. No. N4944U

Time (Lcl) - 1600 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation UNKNOWN

1. LANDING GEAR, FLOAT ASSEMBLY - PREVIOUS DAMAGE
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. LANDING GEAR, FLOAT ASSEMBLY - CRACKED
4. LANDING GEAR, FLOAT ASSEMBLY - LEAK

Occurrence #2 NOSE OVER

Phase of Operation TAXI

5. TERRAIN CONDITION - WATER, ROUGH
6. WEATHER CONDITION - UNFAVORABLE WIND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 571 3/27/85 TAMPA, FL

A/C Reg. No. N8300V

Time (Lc1) - 1100 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 Fatal Serious Minor None
NONE Pass 0 0 0 1
0 0 0 0 0

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

Make/Model - PIPER PA-34-200T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4750
No. of Seats - 7

Eng Make/Model - CONTINENTAL TSIO-360-KB
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 220 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 130/011 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

PETER O KNIGHT
Runway Ident - 07
Runway Lth/Wid - 2500/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 40
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 777 Last 24 Hrs - UNK/NR
Make/Model- 146 Last 30 Days- UNK/NR
Instrument- 5 Last 90 Days- 39
Multi-Eng - 146

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING TAKEOFF FROM RWY 17, THE RIGHT ENG LOST POWER AT AN ALT OF ABOUT 50 TO 60 FT. HE ATTEMPTED TO TURN BACK & LAND, BUT TOUCHED DOWN 90 DEG TO RWY 03 & SLID APRX 100 YARDS, COLLAPSING THE LANDING GEAR & SEPARATING THE RIGHT WING FROM THE FUSELAGE. A CHECK OF THE RIGHT ENG WAS MADE, BUT NO DETERMINATION COULD BE MADE AS TO THE NATURE OF THE MALFUNCTION OF THE ENG AS DESCRIBED BY THE PLT.

Brief of Accident (Continued)

File No. - 571

3/27/85

TAMPA, FL

A/C Reg. No. N8300V

Time (Lc1) - 1100 EST

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

Finding(s)

1. UNDETERMINED

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

Finding(s)

2. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
5. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING

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) 1,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 573 3/29/85 MELBOURNE, FL A/C Reg. No. N7390V Time (Lcl) - 0740 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 -TAKEOFF					

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

Make/Model - BELLANCA 17-30	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 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	ORLANDO, FL	MELBOURNE REGIONAL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 27L
Visibility - 15.0 SM	Type of Flight Plan - VFR/IFR	Runway Lth/Wid - 9481/ 150
Lowest Sky/Clouds - 30000 FT THIN BKN	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 870
SE LAND, ME LAND	Months Since - 5	Last 24 Hrs - 2
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 297
		Last 30 Days- UNK/NR
		Instrument- 182
		Last 90 Days- 63
		Multi-Eng - 73
		Rotorcraft - 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS DEPARTING ON RWY 27L, WHEN APRX 1200 FT DOWN THE RWY, ON THE TAKEOFF ROLL, IT VEERED OFF THE LEFT SIDE OF THE RWY & CROSSED TWO TAXIWAYS. THE ACFT CAME TO REST ABOUT 350 FT OFF THE LEFT SIDE OF RWY 27L. A POST CRASH EXAM OF THE LANDING GEAR SYSTEM REVEALED THAT IT COLLAPSED DUE TO OVERLOAD CONDITIONS. NO PRE-ACCIDENT PART FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 573

3/29/85

MELBOURNE, FL

A/C Reg. No. N7390V

Time (Lc1) - 0740 EST

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

Finding(s)

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

Occurrence #2 GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN
3. TERRAIN CONDITION - ROUGH/UNEVEN
4. LANDING GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 502 4/24/85 BROOKSVILLE, FL A/C Reg. No. N7846X Time (Lcl) - 1230 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 172B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2075
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - PATWAS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 180/007 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 - TRAFFIC PATTERN
FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PILOT COUNTRY
Runway Ident - 18
Runway Lth/Wid - 3700/ 72
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 67
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - C-172

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

Total	-	341	Last 24 Hrs -	UNK/NR
Make/Model-	341	Last 30 Days-	15	
Instrument-	61	Last 90 Days-	25	

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO A PLT STATEMENT, HE ENTERED THE TRAFFIC PATTERN AT ABOUT 800 FT & HELD 70 MPH WITH 10 DEG OF FLAPS & THE CARB HEAT ON. AFTER TURNING ONTO FINAL APCH, HE ADVANCED THE THROTTLE FOR A POWER ADJUSTMENT, BUT THE ENG DID NOT RESPOND. SUBSEQUENTLY, THE NOSE GEAR COLLAPSED DURING A FORCED LANDING NEAR THE EDGE OF A POND SHORT OF THE RWY. A POST-CRASH EXAM REVEALED NO PREIMPACT PART FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 502

4/24/85

BROOKSVILLE, FL

A/C Reg. No. N7846X

Time (Lc1) - 1230 EST

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)
2. TERRAIN CONDITION - ROUGH/UNEVEN
3. 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 435 2/12/85 CARTERSVILLE,GA A/C Reg. No. N18AW Time (Lcl) - 0510 EST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - BEECH H18
Landing Gear - TAILWHEEL-ALL RETRACTABLE
Max Gross Wt - 9900
No. of Seats - 2

Eng Make/Model - P&W R-985-14B
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 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- 270/010 KTS

Visibility - 4.000 SM

Lowest Sky/Clouds -

Lowest Ceiling - 1500 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - SNOW

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

ATLANTA,GA

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

CARTERSVILLE-BARTOW CO

Runway Ident - 36

Runway Lth/Wid - 4000/ 60

Runway Surface - ASPHALT

Runway Status - ICE COVERED

SNOW - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 41

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - BE-18

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2313

Make/Model- 183

Instrument- 161

Multi-Eng - 415

Last 24 Hrs - 0

Last 30 Days- 29

Last 90 Days- 119

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT HAD NOT YET BEEN SCHEDULED WHEN THE PLT RETIRED FOR THE EVENING AT 2230 TO 2300 EST. AT 0230, HE WAS AWOKEN & NOTIFIED TO MAKE A NGT CARGO FLT. THE OWNER OBTAINED A WX BRIEFING & FILED A FLT PLAN, THEN BRIEFED THE PLT. THE PLT ARRIVED AT THE ARPT AT 0430. HE PREFLIGHTED THE ACFT WHILE THE OWNER UPDATED THE WX BRIEFING. THE ACFT WAS CLEARED AS FILED WITH A CLEARANCE VOID TIME OF 0500; THE CLEARANCE WAS RADIOED TO THE PLT BY UNICOM. DURING TAKEOFF, AT 0510, THE ACFT WAS OBSERVED CLIMBING NORTHBOUND TO APRX 800' AGL IN MODERATE SNOWFALL WITH THE LANDING LGT ON. A SHORT TIME LATER, THE ACFT CRASHED APRX 1 MI NE OF THE ARPT WHILE IN A STEEP NOSE DOWN, RGT WING LOW ATTITUDE. NO PRE-IMPACT PART FAILURE/MALFUNCTION WAS FOUND. REPORTEDLY, WHEN THE PLT 1ST HIRED ON, HE EXAGGERATED HIS FLT EXPERIENCE; HE HAD PROBLEMS WITH INSTRUMENT FLYING & WAS NOT SCHEDULED FOR FLTS IN MARGINAL WX; & HE WAS GIVEN EXTRA HELP. AT THE TIME OF THE ACDNT, SNW WAS FALLING, MIXED ICING WAS FORCAST IN CLDS & THERE WAS A SIGMET FOR MOD TO SVR TURBC BELOW 8000'.

Brief of Accident (Continued)

File No. - 435

2/12/85

CARTERSVILLE,GA

A/C Reg. No. N18AW

Time (Lc1) - 0510 EST

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

Finding(s)

1. SUPERVISION - INADEQUATE - COMPANY/OPERATOR MGMT
2. IMPROPER DECISION,COMPANY-INDUCED PRESSURE - COMPANY/OPERATOR MGMT
3. IMPROPER DECISION,FATIGUE(FLIGHT SCHEDULE) - PILOT IN COMMAND
4. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
5. LIGHT CONDITION - DARK NIGHT
6. WEATHER CONDITION - CLOUDS
7. TERRAIN CONDITION - SNOW COVERED
8. WEATHER CONDITION - SNOW
9. LANDING LIGHTS - IMPROPER USE OF - PILOT IN COMMAND
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

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

11. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
12. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND
13. AIRCRAFT HANDLING - NOT MAINTAINED -

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) 11,12

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 542 3/01/85 BRUNSWICK,GA A/C Reg. No. N6429Y Time (Lcl) - 1840 EST

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

Type Operating Certificate	COMMUTER	Aircraft Damage						
Name of Carrier	-WILLIAM G. WALTON	SUBSTANTIAL		Fatal		Serious	Minor	None
Type of Operation	-SCHEDULED,DOMESTIC,CARGO	Fire	Crew	0	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	0
Accident Occurred During	-TAKEOFF							

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

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

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRSTRIP	
Method	- TELEPHONE	SAME AS ACC/INC			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- IMC	SAVANNAH,GA		GLYNCO JETPORT	
Wind Dir/Speed	- CALM	ATC/Airspace		Runway Ident	- 07
Visibility	- 1.500 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 8000/ 200
Lowest Sky/Clouds	- 400 FT THIN BKN	Type of Clearance	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 2000 FT OVERCAST	Type Apch/Lndg	- NONE	Runway Status	- WET
Obstructions to Vision	- FOG				
Precipitation	- RAIN				
Condition of Light	- DUSK				

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

Pilot-In-Command	Age - 42	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,ATP,CFI	Current - YES	Total - 7100	Last 24 Hrs - 3
SE LAND,ME LAND	Months Since - 12	Make/Model- 3505	Last 30 Days- UNK/NR
HELICOPTER ,GLIDER	Aircraft Type - UNK/NR	Instrument- 1100	Last 90 Days- 424
		Multi-Eng - 3900	Rotorcraft - 2681

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HIS TAKEOFF ROLL WAS NORMAL, BUT JUST BEFORE HE ROTATED, THE NOSE GEAR COLLAPSED. NO DETERMINATION COULD BE MADE AS TO THE NATURE OF THE MALFUNCTION DURING A POST CRASH EXAM & RETRACTION TEST OF THE LANDING GEAR.

Brief of Accident (Continued)

File No. - 542

3/01/85

BRUNSWICK, GA

A/C Reg. No. N6429Y

Time (Lc1) - 1840 EST

Occurrence NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

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. - 437 3/30/85 BLAIRSVILLE,GA A/C Reg. No. N3744W Time (Lcl) - 1300 EST

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

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

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

Make/Model - PIPER PA-32-260	Eng Make/Model - LYCOMING O-540-E4B5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	ANDERSON,IN	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ATHENS,GA	BLAIRSVILLE
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - 25
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3200/ 75
Lowest Sky/Clouds - 9000 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 9000 FT BROKEN	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 - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 282
SE LAND	Months Since - 8	Make/Model - 14
	Aircraft Type - PA-22	Instrument - 3
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - 14
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FLT, THE PLT ENCOUNTERED UNFAVORABLE WINDS & RAIN, THEN BECAME CONCERNED ABOUT HIS FUEL SUPPLY. HE DIVERTED TO BLAIRSVILLE & WAS LANDING WHEN A GUST OF WIND BLEW THE ACFT SIDE WAYS. THE PLT RE-ALIGNED THE ACFT WITH THE RWY, BUT IT SUDDENLY DROPPED & LANDED HARD. DURING TOUCHDOWN, THE LEFT MAIN GEAR COLLAPSED & THE ACFT SLID OFF THE LEFT SIDE OF THE RWY.

Brief of Accident (Continued)

File No. - 437

3/30/85

BLAIRSVILLE,GA

A/C Reg. No. N3744W

Time (Lcl) - 1300 EST

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

Finding(s)

1. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. WEATHER CONDITION - CROSSWIND
 4. WEATHER CONDITION - GUSTS
 5. PROPER ALIGNMENT - DELAYED - PILOT IN COMMAND
 6. FLARE - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

7. 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) 6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 545 5/07/85 ASHBURN,GA A/C Reg. No. N4796Y Time (Lcl) - 2015 EDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

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

Aircraft Damage

DESTROYED

Fire
ON GROUND

Crew
Pass

Fatal
0
0

Injuries

Serious
0
0

Minor
0
0

None
1
0

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

Make/Model - PIPER PA-25-260C
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- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

DAIGNEAU AG STRIP
Runway Ident - 09
Runway Lth/Wid - 4800/ 75
Runway Surface - DIRT
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 - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3500
Make/Model- 1800
Instrument- 55
Multi-Eng - 250
Last 24 Hrs - 10
Last 30 Days- UNK/NR
Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ON A FLT TO CLEAN THE SPRAY BOOM BY FLYING DOWN THE CENTER OF THE AIRSTRIP & DISPENSING A CLEANING SUBSTANCE THRU THE SPRAY BOOM. HE MADE ONE PASS DOWN THE STRIP, THEN ENTERED A PULL-UP TO THE RIGHT. HE STATED THAT HE THEN TURNED BACK TO THE LEFT & REDUCED POWER TO LAND IN THE OPPOSITE DIRECTION. HOWEVER, HE SAW THAT THE ACFT WAS GOING TO OVERSHOOT THE RWY, SO HE TIGHTENED HIS TURN. THE ACFT STALLED WHILE IT WAS LESS THAN 100 FT AGL. THE PLT WAS UNABLE TO RECOVER BEFORE THE ACFT HIT THE GROUND. IT IMPACTED IN AN UPRIGHT ATTITUDE & WAS DAMAGED. A FIRE THEN ERUPTED & DESTROYED THE ACFT.

Brief of Accident (Continued)

File No. - 545

5/07/85

ASHBURN,GA

A/C Reg. No. N4796Y

Time (Lc1) - 2015 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. MANEUVER - INITIATED - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 438 5/07/85 WILLIAMSON,GA A/C Reg. No. N916G Time (Lcl) - 1423 EDT

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

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

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

Make/Model - BURKART GROB FLUGZEUBAU G103	Eng Make/Model - N/A	ELT Installed/Activated - NO	-N/A
Landing Gear - UNK/NR	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 700	Engine Type - N/A		
No. of Seats - 2	Rated Power - N/A		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PEACH STATE GLIDERPORT
Wind Dir/Speed- 260/010 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3300/ 100
Lowest Sky/Clouds - 4000 FT	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 4000 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - RAIN SHOWERS		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 24	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 31
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 31
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT STATED HIS FINAL APCH TO THE RWY WAS MADE OFF-CENTER TO ACCOUNT FOR A X-WIND. THE GLIDER TOUCHED DOWN TO THE LEFT OF THE PAVED STRIP & BEGAN CONVERGING ON A FENCE. THE PLT RETRACTED THE SPEED BRAKES & LIFTED OFF AS THE GLIDER APPROACHED THE FENCE. HE STATED THAT HE THEN PANICKED. SUBSEQUENTLY, THE GLIDER TOUCHED DOWN HARD & HIT TIRES THAT WERE USED TO MARK THE EDGE OF THE RWY.

Brief of Accident (Continued)

File No. - 438

5/07/85

WILLIAMSON,GA

A/C Reg. No. N916G

Time (Lcl) - 1423 EDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. MANEUVER - PERFORMED - PILOT IN COMMAND
5. FLARE - IMPROPER - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PANIC - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - AIRPORT FACILITY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 577 6/30/85 SAVANNAH,GA A/C Reg. No. N2781F Time (Lc1) - 1030 EDT

-----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	2
Accident Occurred During -TAKEOFF					

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

Make/Model - BEECH 55	Eng Make/Model - CONTINENTAL IO-470	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5000	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 - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	VIDALIA,GA	SAVANNAH
Wind Dir/Speed- 270/007 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3800/ 150
Lowest Sky/Clouds - 1200 FT	Type of Clearance - IFR	Runway Surface - MACADAM
Lowest Ceiling - 1200 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 - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 515
SE LAND,ME LAND	Months Since - 2	Make/Model- 55
	Aircraft Type - B-55	Instrument- 93
		Multi-Eng - 55
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 55

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE TAKING OFF, THE PLT CHECKED THE TRIM & THE AUTO-PLT. DURING THE TAKEOFF RUN, HE NOTED THAT THE "AIRCRAFT FELT HEAVY ON ROTATION/TAKEOFF ABORTED." THE ACFT CONTINUED OFF THE END OF THE RWY, HIT A MOUND OF DIRT & WAS DAMAGED. A POST-ACCIDENT EXAM REVEALED THAT BOTH THE AUTO-PLT & ELECTRICAL TRIM WERE ON & THE ELEVATOR TRIM WAS IN THE FULL NOSE DOWN TRIM POSITION. ACCORDING TO THE OPERATOR'S MANUAL, THE AUTO-PLT SHOULD HAVE BEEN IN THE OFF POSITION FOR TAKEOFF. NOT ALL OF THE RWY WAS AVAILABLE FOR TAKEOFF; THE PLT HAD 3800 FT REMAINING FROM WHERE HE BEGAN HIS TAKEOFF ROLL.

Brief of Accident (Continued)

File No. - 577

6/30/85

SAVANNAH,GA

A/C Reg. No. N2781F

Time (Lcl) - 1030 EDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
2. AUTOPILOT/FLIGHT DIRECTOR - ENGAGED
3. FLT CONTROL SYST,ELEVATOR TAB CONTROL(TRIM) - OTHER
4. TRIM SETTING - NOT IDENTIFIED - PILOT IN COMMAND
5. ROTATION - NOT ATTAINED -
6. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 576 7/16/85 STOCKBRIDGE,GA A/C Reg. No. N909GH Time (Lcl) - 1500 EDT

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

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

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

Make/Model - WAG-AERO CUBBIE (J-3)	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 - 1300	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	BERRY HILL
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 30
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 949
SE LAND	Months Since - 9	Make/Model- 150
	Aircraft Type - CUBBIE	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 21
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A DEPARTURE, THE ENG HAD A PARTIAL LOSS OF POWER. THE PLT REPORTED THAT AFTER CLIMBING TO ABOUT 75 FT, NEITHER THE ACFT'S SPEED NOR ALT WOULD INCREASE. HE LOWERED THE NOSE TO INCREASE THE ENG RPM & SPEED, BUT THE ENG DID NOT RESPOND. SUBSEQUENTLY, THE LEFT WING HIT A TREE & THE ACFT CRASHED INTO ANOTHER TREE & THE GROUND. THE PLT STATED THAT DURING THE TAKEOFF ROLL, THE ACFT HAD NOT ACCELERATED TO ITS TAKEOFF SPEED AT THE MIDPOINT OF THE 3000 FT RWY, YET HE CONTINUED THE TAKEOFF ROLL. AN EXAM REVEALED THAT THE COMPRESSION RING ON THE #1 PISTON WAS FROZEN IN COMPRESSION. NO OTHER PRE-ACCIDENT PART FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 576

7/16/85

STOCKBRIDGE,GA

A/C Reg. No. N909GH

Time (Lc1) - 1500 EDT

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

Finding(s)

1. UNDETERMINED
 2. ENGINE ASSEMBLY,RING - BINDING(MECHANICAL)
-

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

Finding(s)

3. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
 4. OBJECT - TREE(S)
-

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

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

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

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. - 579 7/21/85 WILLIAMSON,GA A/C Reg. No. N5829T Time (Lcl) - 1600 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	1
				0	0	1

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

Make/Model - BURKHART GROB G-109B	Eng Make/Model - GROB 2500-E-1	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 700	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PEACH STATE GLIDERPORT
Wind Dir/Speed- 130/004 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3300/ 100
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
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-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - YES	Total - 25200
SE LAND,ME LAND	Months Since - 5	Make/Model- 25
GYROPLANE	Aircraft Type - UNK/NR	Instrument- 3350
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 226

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT OF THE POWERED GLIDER REPORTED THAT DURING AN APCH TO LAND, THE ACFT ENCOUNTERED A DOWNDRAFT & LANDED HARD. THE LANDING GEAR WAS DAMAGED AS WELL AS THE PROP, ENG COWLING & OIL COOLER.

Brief of Accident (Continued)

File No. - 579

7/21/85

WILLIAMSON,GA

A/C Reg. No. N5829T

Time (Lcl) - 1600 EDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
 2. REMEDIAL ACTION - INITIATED - PILOT IN COMMAND
 3. FLARE - IMPROPER - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 593 1/21/85 HONOLULU, HI A/C Reg. No. N121JP Time (Lcl) - 0900 HST

-----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 -CRUISE			0	0	0
					1
					0

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

Make/Model - HUGHES 369E	Eng Make/Model - ALLISON C20B-250	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3000	Engine Type - TURBOSHAFT	
No. of Seats - 4	Rated Power - 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	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HONOLULU, HI	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 2600 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 150
	Months Since - 1	Make/Model- 80
HELICOPTER	Aircraft Type - 500E	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 25
		Last 90 Days- 45
		Rotorcraft - 150

Instrument Rating(s) - NONE

-----Narrative-----

WHILE IN FLT OVER WATER AT ABOUT 400 FT AGL & 1/2 MI FROM SHORE, THE PLT SAW A LARGE FLOCK OF WHITE BIRDS. HE REPORTED THAT HE FLARED TO A STOP, BUT WAS UNABLE TO AVOID THE BIRDS. AFTER THE HELICOPTER STRUCK BIRD(S), AN EXTREME VIBRATION DEVELOPED. THE PLT ELECTED TO "GET DOWN TO THE WATER." THE HELICOPTER TOUCHED DOWN ON THE WATER, ROLLED OVER & SANK, BUT THE PLT EGRESSED & SWAM TO SHORE WITHOUT INJURY.

Brief of Accident (Continued)

File No. - 593

1/21/85

HONOLULU, HI

A/C Reg. No. N121JP

Time (Lc1) - 0900 HST

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

Finding(s)
1. OBJECT - BIRD(S)

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

Finding(s)
2. MISCELLANEOUS - OVERLOAD
3. MISCELLANEOUS - VIBRATION

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 566 1/29/85 PAANILO, HI A/C Reg. No. N9924M Time (Lcl) - 1420 HST

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

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

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

Make/Model - EMAIR MA-1	Eng Make/Model - WRIGHT R-1820-202	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 8500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 1200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	UNK/NR	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	UNK/NR	
Wind Dir/Speed- 090/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 100.0 SM	Type of Flight Plan - UNK/NR	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 - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 19700
SE LAND, ME LAND	Months Since - 3	Last 24 Hrs - 10
	Aircraft Type - MA-1-B	Make/Model- 10350
		Last 30 Days- 80
		Instrument- UNK/NR
		Last 90 Days- 130
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT INITIATED HIS 1ST SPRAY PASS UPHILL WITH ABOUT A 5 TO 10 KT QUARTERING TAIL WIND. WHILE ON THE SWATH RUN, HE NOTED THE AIRSPEED WAS DECAYING, SO HE ABORTED THE PASS BY TURNING INTO THE WIND. HOWEVER, THIS RESULTED IN FLYING OVER MORE RAPIDLY RISING TERRAIN. THE PLT APPLIED FULL POWER & DUMPED HIS LOAD, BUT THE ACFT IMPACTED IN A CANE FIELD.

Brief of Accident (Continued)

File No. - 566

1/29/85

PAANILO, HI

A/C Reg. No. N9924M

Time (Lc1) - 1420 HST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - UPHILL
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
5. ABORT - DELAYED -
6. LOAD JETTISON - DELAYED -
7. STALL/MUSH
8. TERRAIN CONDITION - RISING
9. TERRAIN CONDITION - CROP

-----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) 2,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 447 5/21/85 CALAMUS,IA A/C Reg. No. N3EM Time (Lcl) - 1230 CDT

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

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

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

Make/Model - BEECH 35-B33	Eng Make/Model - CONTINENTAL IO-470	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 225 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	HAMPTON,IA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	EASTVOLD
Wind Dir/Speed- 020/014 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1700/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR FLIGHT FOLLOWING	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1108
SE LAND,SE SEA	Months Since - 8	Last 24 Hrs - 3
	Aircraft Type - C-180	Make/Model- 1108
		Last 30 Days- UNK/NR
		Instrument- 120
		Last 90 Days- 46

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL, THE PLT LANDED ON A 1700 FT TURF RWY WHICH SLOPED DOWNHILL TO THE NORTH & HAD A 30 FT POWER LINE LOCATED NEAR THE APCH END. REPORTEDLY, THE ACFT TOUCHED DOWN 572 FT FROM THE DEPARTURE END, THEN CONTINUED OFF THE RWY & HIT A DIRT BANK NEXT TO A DRAINAGE DITCH. THE PLT REPORTED THAT THE THROTTLE WAS BINDING & THAT IT HUNG UP MOMENTARILY WHEN HE WAS RETARDING IT DURING THE LANDING. HE WAS AWARE OF THE THROTTLE DISCREPANCY BEFORE THE FLIGHT. THE U.S. ARPT/FACILITY DIRECTORY LISTING FOR THIS ARPT STATED "RWY 17-35 LAND ONLY TO THE SOUTH."

Brief of Accident (Continued)

File No. - 447

5/21/85

CALAMUS, IA

A/C Reg. No. N3EM

Time (Lc1) - 1230 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. THROTTLE/POWER LEVER - BINDING(MECHANICAL)
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
3. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DOWNHILL
7. DISTANCE - MISJUDGED - PILOT IN COMMAND
8. AIRSPEED - MISJUDGED - PILOT IN COMMAND
9. PROPER TOUCHDOWN POINT - NOT ATTAINED -
10. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
11. THROTTLE/POWER LEVER - MOVEMENT RESTRICTED
12. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND

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

Finding(s)

13. TERRAIN CONDITION - DITCH
14. TERRAIN CONDITION - DIRT BANK

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,11,12,13,14

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 445 6/23/85 SHELDON,IA A/C Reg. No. N6209A Time (Lcl) - 1430 CDT

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

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

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

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point ESTERVILLE,IA	
Method - TELEPHONE	Destination	Airport Data
Completeness - WEATHER NOT PERTINENT	SAME AS ACC/INC	SHELDON MUNI
Basic Weather - VMC	ATC/Airspace	Runway Ident - 33
Wind Dir/Speed- 022/013 KTS	Type of Flight Plan - VFR	Runway Lth/Wid - 2800/ 50
Visibility - 15.0 SM	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Sky/Clouds - 15000 FT SCATTERED	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Lowest Ceiling - NONE		
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 - 59
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 40
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON A SOLO X-COUNTRY FLIGHT. AFTER THE NOSE WHEEL TOUCHED DOWN ON LANDING, THE ACFT VEERED LEFT, WENT INTO A CORN FIELD & NOSED OVER. THE PLT STATED THAT HE MAY HAVE LET THE NOSE WHEEL CONTACT THE RWY BEFORE HE NEUTRALIZED THE RUDDER CONTROL. HE REPORTED THAT THE WIND WAS FROM THE NNE AT 13 KTS.

Brief of Accident (Continued)

File No. - 445

6/23/85

SHELDON,IA

A/C Reg. No. N6209A

Time (Lc1) - 1430 CDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

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

Finding(s)

6. TERRAIN CONDITION - CROP
 7. TERRAIN CONDITION - ROUGH/UNEVEN
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 511 7/04/85 LA PORTE CITY, IA A/C Reg. No. N5116P Time (Lcl) - 2020 CDT

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-200-A	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 - 100 HP	

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 235/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

NICHOLS
Runway Ident - 26
Runway Lth/Wid - 2060/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

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

Age - 24

Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 62	Last 24 Hrs - 1
Make/Model- 62	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 3
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE ACFT HAD THE PROPER AIRSPEED WHEN IT WAS ON FINAL APCH ABOUT 1/2 MI FROM THE RWY. HOWEVER, HE REPORTED THAT IT QUICKLY LOST 500 FT, LANDED SHORT OF THE RWY & WAS DAMAGED. THE ACFT CAME TO REST IN A CORN FIELD BESIDE THE RWY.

Brief of Accident (Continued)

File No. - 511

7/04/85

LA PORTE CITY, IA

A/C Reg. No. N5116P

Time (Lcl) - 2020 CDT

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING

3. TERRAIN CONDITION - ROUGH/UNEVEN
4. TERRAIN CONDITION - CROP

-----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. - 475 4/26/85 KENDRICK, ID A/C Reg. No. N5285 Time (Lcl) - 1030 PST

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

Type Operating Certificate	-AGRICULTURAL AIRCRAFT	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	
Accident Occurred During	-LANDING										

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

Make/Model	- GRUMMAN G-164A	Eng Make/Model	- P&W R-985-AN1	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	- 450 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		HEIMGARTNER	
Wind Dir/Speed	- CALM	ATC/Airspace		Runway Ident	- UNK/NR
Visibility	- 20.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 1750 -UNK/NR
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- GRAVEL
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 - 34	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 3300	Last 24 Hrs - 10
SE LAND	Months Since - 1	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - 100
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE HAD COMPLETED A SPRAY APPLICATION & WAS MAKING A NORMAL LANDING WHEN THE LEFT MAIN GEAR FAILED. SUBSEQUENTLY, THE ACFT VEERED OFF THE LEFT SIDE OF THE RWY & NOSED OVER. AD 76-13-10, PERTAINING TO A DYE PENETRANT INSPECTION OF THE MAIN GEAR, HAD BEEN COMPLIED WITH.

Brief of Accident (Continued)

File No. - 475

4/26/85

KENDRICK, ID

A/C Reg. No. N5285

Time (Lc1) - 1030 PST

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, MAIN GEAR - UNDETERMINED
-

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

Finding(s)

2. DIRECTIONAL CONTROL - NOT POSSIBLE -
 3. GROUND LOOP/SWERVE - UNCONTROLLED -
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 482 5/10/85 REXBURG, ID A/C Reg. No. N2024G Time (Lcl) - 1315 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	0	3
Accident Occurred During -LANDING					

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

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL D-470-L	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SALT LAKE CITY, UT	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	REXBURG, ID	Runway Ident - N/A
Wind Dir/Speed- 190/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 500 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 500 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 301
SE LAND	Months Since - 21	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 235
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EN ROUTE, THE PLT CIRCUMNAVIGATED AROUND SEVERAL STORMS. WHEN THE ACFT WAS ABOUT 20 MI FROM THE DESTINATION ARPT, FUEL EXHAUSTION OCURRED. SUBSEQUENTLY, THE ACFT NOSED OVER DURING A FORCED LANDING ON SOFT UNEVEN TERRAIN.

Brief of Accident (Continued)

File No. - 482

5/10/85

REXBURG, ID

A/C Reg. No. N2024G

Time (Lcl) - 1315 MDT

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

Finding(s)

1. WEATHER CONDITION - RAIN
 2. FLIGHT INTO KNOWN ADVERSE WEATHER - NOT PERFORMED -
-

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 4. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
 5. FLUID, FUEL - EXHAUSTION
 6. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 NOSE OVER
Phase of Operation LANDING

Finding(s)

7. TERRAIN CONDITION - ROUGH/UNEVEN
 8. TERRAIN CONDITION - SOFT
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 483 5/17/85 COUER D'ALENE, ID A/C Reg. No. N13403 Time (Lcl) - 1410 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	1

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

Fire
NONE

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

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

Eng Make/Model - LYCOMING O-325-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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 340/008 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
ST. MARIES, ID
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

COEUR D'ALENE AIR TERM.
Runway Ident - 01
Runway Lth/Wid - 3400/ 74
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 67
Make/Model- 67
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE ENG LOST POWER AFTER CARB HEAT WAS APPLIED & THE THROTTLE WAS RETARDED ON BASE LEG. SUBSEQUENTLY, THE ACFT NOSED OVER DURING A FORCED LANDING ON FRESHLY PLOWED GROUND SHORT OF THE RWY. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND DURING THE INVESTIGATION. THE ENG OPERATED NORMALLY DURING AN OPERATIONAL CHECK AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 483

5/17/85

COUER D'ALENE, ID

A/C Reg. No. N13403

Time (Lc1) - 1410 MDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
2. TERRAIN CONDITION - SOFT

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 430 3/15/85 CRYSTAL LAKE, IL A/C Reg. No. N3421E 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 -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
1
0

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

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/006 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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

LAKE IN THE HILLS
Runway Ident - 26
Runway Lth/Wid - 3000/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 71
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 250
Make/Model- 175
Instrument- 0
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT AS HE LOWERED THE NOSEWHEEL TO THE RWY DURING THE LANDING ROLL, THE ACFT VEERED TO THE RIGHT. AS THE RIGHT MAIN GEAR WENT OFF THE SIDE OF THE RWY, IT ENTERED SOFT TERRAIN WHICH PULLED THE ACFT FURTHER TO THE RIGHT. SUBSEQUENTLY, THE NOSE GEAR HIT A DIRT & SNOW BANK, THEN THE ACFT NOSED OVER. ABOUT 17 MI SOUTH AT CRYSTAL LAKE, THE WIND WAS FROM 200 DEG AT 6 KTS. NO MECHANICAL DISCREPANCIES WERE FOUND DURING AN EXAM OF THE BRAKES & STEERING SYS.

Brief of Accident (Continued)

File No. - 430

3/15/85

CRYSTAL LAKE, IL

A/C Reg. No. N3421E

Time (Lc1) - 0945 CST

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

Finding(s)

1. TOUCH-AND-GO LANDING - INITIATED -
 2. WEATHER CONDITION - CROSSWIND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL
5. TERRAIN CONDITION - SOFT
6. TERRAIN CONDITION - DIRT BANK

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) 3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 431 3/17/85 PORTLAND, IN

A/C Reg. No. N9584B

Time (Lcl) - 1310 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew
Pass

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

Make/Model - CESSNA 172RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-F1A6
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- 340/016 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 2000 FT
Lowest Ceiling - 2800 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FT. WAYNE, 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

PORTLAND
Runway Ident - 27
Runway Lth/Wid - 4000/ 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 - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 128
Last 24 Hrs - 2
Make/Model- 10
Instrument- 2
Last 30 Days- UNK/NR
Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

UPON LANDING THE NOSE GEAR WAS DOWN & LOCKED, BUT BOTH MAIN GEAR COLLAPSED. THE PLT WAS NOT CERTAIN IF A DOWN & LOCKED INDICATION WAS RECEIVED BEFORE TOUCHDOWN. DURING A GEAR RETRACTION/EXTENSION TEST AFTER THE ACCIDENT, THE GEAR OPERATED NORMALLY. ALSO, THE LANDING GEAR INDICATORS & WARNING SYS OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 431

3/17/85

PORTLAND, IN

A/C Reg. No. N9584B

Time (Lc1) - 1310 CST

Occurrence GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

1. GEAR EXTENSION - INITIATED - PILOT IN COMMAND
2. GEAR DOWN AND LOCKED - NOT ATTAINED - PILOT IN COMMAND
3. 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) 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. - 432 4/08/85 SHELBYVILLE, IN A/C Reg. No. N5471A Time (Lcl) - 1104 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 - CESSNA 310B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4700
No. of Seats - 5

Eng Make/Model - CONTINENTAL O-470-M
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 240 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- 270/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 3500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HARRISON, OH
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

SHELBYVILLE MUN.
Runway Ident - 18
Runway Lth/Wid - 3737/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 47
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1973 Last 24 Hrs - 0
Make/Model- 42 Last 30 Days- UNK/NR
Instrument- 207 Last 90 Days- 31
Multi-Eng - 202

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHEN THE GEAR WAS EXTENDED DURING THE APCH, A DOWN & LOCKED INDICATION WAS NOT OBTAINED. THE PLT MADE SEVERAL ATTEMPTS TO LOCK THE GEAR DOWN, USING BOTH THE ELECTRICAL & MANUAL SYSTEMS, BUT WAS UNABLE. AFTER TOUCHDOWN, THE RIGHT MAIN GEAR COLLAPSED. THE ACFT THEN WENT OFF THE RIGHT SIDE OF THE RWY & THE RIGHT HORIZONTAL STABILIZER HIT A RWY LIGHT. AN EXAM REVEALED THAT THE RETRACTION/EXTENSION TORQUE TUBE TO THE RIGHT MAIN GEAR WAS BENT & SHEARED, THUS PREVENTING FULL EXTENSION OF THE GEAR.

Brief of Accident (Continued)

File No. - 432

4/08/85

SHELBYVILLE, IN

A/C Reg. No. N5471A

Time (Lc1) - 1104 EST

Occurrence #1 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE, TOTAL
 2. GEAR DOWN AND LOCKED - NOT POSSIBLE -
-

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

Finding(s)

3. DIRECTIONAL CONTROL - NOT POSSIBLE -
 4. GROUND LOOP/SWERVE - UNCONTROLLED -
-

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

Finding(s)

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 520 5/07/85 TERRE HAUTE, IN

A/C Reg. No. N29CP

Time (Lcl) - 1245 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 - 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 - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 140/007 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - 6000 FT
Lowest Ceiling - 6000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TERRE HAUTE, IN
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

HOLMAN FEILD
Runway Ident - 05
Runway Lth/Wid - 9025/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI
SE LAND, ME LAND

Age - 23
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

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

Total	- 1021	Last 24 Hrs	- 4
Make/Model	- 2	Last 30 Days	- UNK/NR
Instrument	- 105	Last 90 Days	- 231
Multi-Eng	- 53		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS PRACTICING TOUCH-&-GO LANDINGS ON RWY 13, THEN ELECTED TO MAKE ANOTHER ON RWY 5. HE STATED THAT THE GEAR WAS EXTENDED ON DOWNWIND & A SAFE GEAR INDICATION WAS RECEIVED. HOWEVER, THE ACFT WAS LANDED WITH THE GEAR RETRACTED. THE PLT STATED THAT THERE WAS NO WARNING HORN WHEN THE THROTTLES WERE RETARDED TO IDLE JUST BEFORE TOUCHDOWN. AN EXAM OF THE ACFT REVEALED NO PREIMPACT GEAR PROBLEMS, EXCEPT THE WARNING HORN WAS INOP DUE TO A BAD MICRO-SWITCH & A BROKEN ELECTRICAL WIRE.

Brief of Accident (Continued)

File No. - 520

5/07/85

TERRE HAUTE, IN

A/C Reg. No. N29CP

Time (Lcl) - 1245 EST

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

Finding(s)

1. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND
2. LANDING GEAR, GEAR WARNING SYSTEM - INOPERATIVE
3. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
4. 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) 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. - 434 6/01/85 MARION, IN A/C Reg. No. N6787R Time (Lcl) - 1130 EST

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

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

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

Make/Model - CESSNA T210	Eng Make/Model - CONTINENTAL T10-520	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 - 5	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	NEW CASTLE, IN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MARION
Wind Dir/Speed- 230/007 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5200 -UNK/NR
Lowest Sky/Clouds - 4500 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 4500 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1175
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 303
		Instrument- 258
		Last 30 Days- UNK/NR
		Last 90 Days- 13
		Multi-Eng - 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF, THE PLT DISCOVERED THAT THE ELEVATOR CONTROLS WERE JAMMED & PITCH CHANGES COULD ONLY BE MADE WITH ELEVATOR TRIM & POWER. AN EMERG LANDING WAS MADE USING THE TRIM, BUT THE PLT WAS UNABLE TO FLARE THE ACFT AT LANDING SPEED. THE ACFT STRUCK THE RWY WITH THE NOSE GEAR, BREAKING THE NOSE GEAR OFF. A POST-ACCIDENT EXAM REVEALED THAT AN AUTOPILOT ADAPTER FLANGE (RECENTLY INSTALLED TO THE BACK OF THE PILOT'S ATTITUDE INDICATOR) WAS IN A POSITION TO CATCH THE ELEVATOR SECONDARY STOP ON THE PILOT'S CONTROL COLUMN. THE ELEVATOR CONTROL COULD HAVE BEEN FORCIBLY FREED, BUT IT WOULD HAVE REQUIRED A LARGE FORCE TO DO SO.

Brief of Accident (Continued)

File No. - 434

6/01/85

MARION, IN

A/C Reg. No. N6787R

Time (Lcl) - 1130 EST

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

Finding(s)

1. AUTOPILOT/FLIGHT DIRECTOR - OTHER
 2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
 3. FLT CONTROL SYST, ELEVATOR CONTROL - JAMMED
-

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

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

Finding(s)

4. FLARE - NOT POSSIBLE -
-

Occurrence #4 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 567 2/09/85 LOUISVILLE, KY A/C Reg. No. N7507E Time (Lcl) - 1500 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 - CHAMPION 7FC	Eng Make/Model - CONTINENTAL C-90-12F	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 90 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	FRENCH LICK, IN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BLUELICK
Wind Dir/Speed- 090/008 KTS	ATC/Airspace	Runway Ident - 11
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 100
Lowest Sky/Clouds - 10000 FT	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - UNK/NR	Runway Status - SNOW - CRUSTED
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)
STUDENT	Current - N/A	Total - 50
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT DEPARTED FROM A SNOW COVERED RWY & PROCEEDED ON A SOLO X-COUNTRY. WHEN HE RETURNED, THE NOSEWHEEL BROKE THRU THE SNOW CRUSTED SURFACE & COLLAPSED, THEN THE ACFT NOSED OVER. THE PLT SAID THERE WERE RUTS ON THE RWY FROM OTHER ACFT WHICH CAUSED HIS PLANE TO SWERVE LEFT. THE NOSE STRUT, PN 3-1055, FAILED ABOVE THE NOSEWHEEL IN THE AREA OF THE OLEO EXTENSION. PART OF THE FRACTURE AREA WAS RUSTED.

Brief of Accident (Continued)

File No. - 567

2/09/85

LOUISVILLE, KY

A/C Reg. No. N7507E

Time (Lcl) - 1500 EST

Occurrence #1 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
6. LANDING GEAR, NOSE GEAR ASSEMBLY - FATIGUE

Occurrence #2 NOSE OVER
Phase of Operation LANDING

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 581 3/24/85 FALMOUTH, KY

A/C Reg. No. N42616

Time (Lcl) - 1306 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

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

Make/Model - CESSNA 182L
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
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/YES
Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 180/008 KTS
Visibility - 15.0 SM

Lowest Sky/Clouds - 2500 FT
Lowest Ceiling - 2500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HARRISON, OH
Destination
CHARLOTTE, NC

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 38

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - 182L

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

Total	- 2700	Last 24 Hrs	- 0
Make/Model	- 175	Last 30 Days	- 11
Instrument	- UNK/NR	Last 90 Days	- 20
Multi-Eng	- 2400	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FLT IN IMC CONDITIONS AT 9000 FT MSL, THE PLT NOTED A LOSS OF AIRSPEED INDICATIONS. HE REQUESTED & RECEIVED CLEARANCE TO DESCEND. DURING THE DESCENT, HE ELECTED TO DIVERT & RECEIVED VECTORS FOR A NEARBY ARPT. HOWEVER, WHEN HE ATTEMPTED TO LEVEL OFF, THERE WAS NO RESPONSE TO THE ENG. HE WAS UNABLE TO GLIDE TO AN ARPT & SUBSEQUENTLY WAS FORCED TO LAND IN A WOODED AREA. DURING THE LANDING, THE ACFT COLLIDED WITH TREES ON STEEP TERRAIN. AN INVESTIGATION REVEALED THE SURFACE TEMP & DUE POINT WERE 50 & 38 DEG, RESPECTIVELY, THUS THE TEMP AT 9000 FT WOULD HAVE BEEN AT OR NEAR FREEZING. ACCORDING TO ICING PROBABILITY CHARTS, CARB ICING CONDITIONS WERE PROBABLE DURING THE DESCENT FROM 9000 TO 3000 FT. ALSO, WATER WAS FOUND IN THE GASCOLATOR, BUT NO OTHER PREIMPACT PROBLEMS WERE FOUND.

Brief of Accident (Continued)

File No. - 581

3/24/85

FALMOUTH, KY

A/C Reg. No. N42616

Time (Lcl) - 1306 EST

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. FLUID,FUEL - WATER
3. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
4. WEATHER CONDITION - ICING CONDITIONS
5. FLIGHT/NAV INSTRUMENTS,AIRSPED INDICATOR - ICE
6. DESCENT - INITIATED - PILOT IN COMMAND
7. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
8. CARBURETOR HEAT - IMPROPER USE OF -- PILOT IN COMMAND
9. FUEL SYSTEM,CARBURETOR - ICE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

10. TERRAIN CONDITION - NONE SUITABLE
11. TERRAIN CONDITION - MOUNTAINOUS/HILLY
12. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,8,9

Factor(s) relating to this accident is/are finding(s) 7,10,11,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 505 4/21/85 GERMANTOWN,KY A/C Reg. No. N85652 Time (Lcl) - 1715 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	1
Accident Occurred During -APPROACH		0	0	0	1

-----Aircraft Information-----

Make/Model - BELLANCA 7AC	Eng Make/Model - CONTINENTAL A-65-B	ELT Installed/Activated - YES/NO
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	OFF AIRPORT/STRIP
Method - N/A	CYNTHIANA,KY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HILLSBORO,OH	BROWN COUNTY AIRPORT
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 20000 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 - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 8750
SE LAND,ME LAND,SE SEA	Months Since - 1	Make/Model- 250
HELICOPTER ,GLIDER	Aircraft Type - 767	Instrument- 750
		Multi-Eng - 7000
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 150
		Rotorcraft - 1500

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

DURING CRUISE FLT OVER HILLY TERRAIN, THE PLT NOTED A POWER LOSS THAT HE DESCRIBED AS THE ENG "DYING BACK AND THEN CATCHING AGAIN." HE WAS UNABLE TO MAINTAIN ALT & SELECTED A FIELD FOR A LANDING. DURING THE APCH, THE LEFT MAIN GEAR & PROP HIT 2 POWER LINES. THE POWER LINES BROKE & THE ACFT CONTINUED FLYING. HOWEVER, DURING THE LANDING, THE LEFT MAIN GEAR COLLAPSED & THE ACFT SWERVED & WAS FURTHER DAMAGED. AN EXAM OF THE FUEL TANK REVEALED THAT THE COATING INSIDE THE TANK HAD BEGUN FLAKING & FLAKES HAD PARTIALLY OBSTRUCTED A FUEL SCREEN.

Brief of Accident (Continued)

File No. - 505

4/21/85

GERMANTOWN, KY

A/C Reg. No. N85652

Time (Lc1) - 1715 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM, TANK - DETERIORATED
 2. FUEL SYSTEM, STRAINER - BLOCKED(PARTIAL)
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

3. OBJECT - WIRE, TRANSMISSION
 4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #4 MAIN GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 6. TERRAIN CONDITION - NONE SUITABLE
 7. LANDING GEAR, MAIN GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

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. - 574 7/13/85 OWENSBORO, KY A/C Reg. No. N3001S Time (Lcl) - 1800 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	1
Accident Occurred During -LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER 95-B55	Eng Make/Model - CONTINENTAL IO-520-E	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	OWENSBORO DAVIESS
Wind Dir/Speed- 240/008 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3700 -UNK/NR
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 - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 765
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 30
		Instrument- 56
		Last 30 Days- UNK/NR
		Last 90 Days- 24
		Multi-Eng - 30

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD A SINGLE ENG LAND RATING & WAS PREPARING FOR A MULTI-ENG CHECK RIDE. WHILE PRACTICING A TOUCH-&-GO LANDING, THE ACFT BOUNCED. THE PLT APPLIED POWER, MADE A GO-AROUND & LANDED WITHOUT FURTHER INCIDENT. HOWEVER, DURING A POST-FLT EXAM, SUBSTANTIAL STRUCTURAL DAMAGE WAS FOUND THRU-OUT THE FUSELAGE & THERE WAS DAMAGE TO THE #2 PROP.

Brief of Accident (Continued)

File No. - 574

7/13/85

OWENSBORO, KY

A/C Reg. No. N3001S

Time (Lcl) - 1800 CDT

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND
 2. FLARE - IMPROPER - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 4. GO-AROUND - PERFORMED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 578 7/18/85 MT STERLING, KY A/C Reg. No. N67825 Time (Lcl) - 1715 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Aircraft Damage
DESTROYED

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	2	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 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- 110/005 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
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

MOUNTGOMERY
Runway Ident - 25
Runway Lth/Wid - 1600/ 75
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND, ME LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1407
Make/Model- 101
Instrument- 249
Multi-Eng - 21
Last 24 Hrs - 5
Last 30 Days- UNK/NR
Last 90 Days- 75

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR (CFI) WAS DEMONSTRATING A SOFT FIELD TAKEOFF FROM A GRASS AREA BESIDE THE RWY. AT THAT TIME, THE ACFT LIFTED OFF, THEN SETTLED BACK ONTO THE GRASS. THE CFI REPORTED THAT THE RIGHT MAIN GEAR TOUCHED DOWN IN A HOLE WHICH CAUSED THE ACFT TO VEER RIGHT & TO PITCH UP. THE ACFT BECAME AIRBORNE AGAIN, BUT THE STALL WARNING SOUNDED & THE ACFT TOUCHED DOWN AGAIN. THE CFI THEN INITIATED ABORT PROCEDURES, BUT THE ACFT BECAME AIRBORNE AGAIN & DESCEND DOWN A SLOPE WHERE IT COLLIDED WITH TREES BEFORE COMING TO REST.

Brief of Accident (Continued)

File No. - 578

7/18/85

MT STERLING, KY

A/C Reg. No. N67825

Time (Lc1) - 1715 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND(CFI)
2. TERRAIN CONDITION - ROUGH/UNEVEN.
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND(CFI)
4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND(CFI)
5. DIRECTIONAL CONTROL - NOT MAINTAINED -
6. AIRSPEED - NOT MAINTAINED -

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

7. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND(CFI)
8. TERRAIN CONDITION - DOWNHILL
9. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 532 1/25/85 COUSHATTA, LA A/C Reg. No. N7718X Time (Lcl) - 1500 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172B	Eng Make/Model - CONTINENTAL O-300-C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2075	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SHREVEPORT, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	THE RED RIVER
Wind Dir/Speed- 310/011 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 75
Lowest Sky/Clouds - 7000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 7000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 64
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 30
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS ON ITS 1ST FLT FOLLOWING MAINTENANCE FOR A PREVIOUS NOSE GEAR SHIMMY PROBLEM. WHEN THE STUDENT MADE HIS 1ST ATTEMPT TO LAND, HE NOTICED THAT THE NOSE GEAR SEEMED TO BE COCKED, SO HE ABORTED THE LANDING. ON THE 2ND ATTEMPT, THE ACFT SWERVED TO THE RIGHT WHEN THE NOSE GEAR TOUCHED DOWN, THEN GROUND LOOPED INTO A DITCH & CAME TO REST UPSIDE DOWN. AN EXAM REVEALED THAT ONE OF THE NOSE GEAR CLAMP BOLTS WAS MISSING & A 2ND BOLT WAS LOOSE. THIS ALLOWED THE NOSE GEAR STRUT TO PIVOT.

Brief of Accident (Continued)

File No. - 532

1/25/85

COUSHATTA, LA

A/C Reg. No. N7718X

Time (Lcl) - 1500 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING

Finding(s)

1. LANDING GEAR, NOSE GEAR ASSEMBLY - LOOSE
 2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. DIRECTIONAL CONTROL - NOT POSSIBLE -
 4. GROUND LOOP/SWERVE - UNCONTROLLED -
-

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

5. TERRAIN CONDITION - DITCH
-

Occurrence #4 NOSE OVER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 422 1/31/85 BELLE CHASE, LA A/C Reg. No. N53064 Time (Lcl) - 0745 CST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-SOUTHERN SEAPLANE INC.	SUBSTANTIAL						
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire						
Flight Conducted Under	-14 CFR 135	NONE	Crew	0	Fatal	0	Serious	0
Accident Occurred During	-TAXI		Pass	0		0	Minor	0
								1
								3

-----Aircraft Information-----

Make/Model	- CESSNA A185F	Eng Make/Model	- CONTINENTAL IO-520-D	ELT Installed/Activated	- YES/NO
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3350	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	BELLE CHASE, LA			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	GRAND ISLE, LA		BELLE CHASE	
Wind Dir/Speed	- 160/006 KTS			Runway Ident	- 17
Visibility	- 5.0 SM	ATC/Airspace		Runway Lth/Wid	- 6500 -UNK/NR
Lowest Sky/Clouds	- 1000 FT	Type of Flight Plan	- NONE	Runway Surface	- WATER
Lowest Ceiling	- 1000 FT OVERCAST	Type of Clearance	- NONE	Runway Status	- WATER-CALM
Obstructions to Vision	- NONE	Type Apch/Lndg	- STRAIGHT-IN		
Precipitation	- NONE	FULL STOP			
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, CFI	Current - YES	Total - 2126	Last 24 Hrs - 1
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 6	Make/Model - 923	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 99	Last 90 Days - 214
		Multi-Eng - 99	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD DIVERTED BACK TO THE DEPARTURE APRT DUE TO WX. AFTER LANDING, HE WAS "STEP TAXIING" ON THE WATER WITH NO REPORTED DIFFICULTIES WHEN A LANDING GEAR SHOCK STRUT, P/N 51961, SEPARATED. THIS ALLOWED A FLOAT TO DIG INTO THE WATER & CAUSED THE ACFT TO FLIP INVERTED & SINK.

Brief of Accident (Continued)

File No. - 422

1/31/85

BELLE CHASE, LA

A/C Reg. No. N53064

Time (Lc1) - 0745 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. LANDING GEAR, MAIN GEAR SHOCK ABSORBING STRUT - FAILURE, TOTAL
 2. LANDING GEAR, MAIN GEAR SHOCK ABSORBING STRUT - SEPARATION
-

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) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 423 2/03/85 COVINGTON, LA A/C Reg. No. N2222G Time (Lc1) - 1530 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
1
0

-----Aircraft Information-----

Make/Model - CESSNA 182A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed - 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
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

VINCENT
Runway Ident - N/A
Runway Lth/Wid - 3400/ 200
Runway Surface - GRASS/TURF
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
UNK/NR

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - UNK/NR Last 24 Hrs - UNK/NR
Make/Model - UNK/NR Last 30 Days - UNK/NR
Instrument - UNK/NR Last 90 Days - UNK/NR
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

DURING AN APCH TO LAND, THE ENG LOST POWER & THE PLT MADE AN OFF ARPT LANDING. WHILE HE WAS LANDING, THE ACFT COLLIDED WITH A LEVEE & WAS DAMAGED. AMPLE FUEL WAS STILL REMAINING IN THE ACFT & NO PREIMPACT FAILURE OR MALFUNCTION WAS FOUND THAT WOULD HAVE CAUSED A LOSS OF POWER.

Brief of Accident (Continued)

File No. - 423

2/03/85

COVINGTON, LA

A/C Reg. No. N2222G

Time (Lcl) - 1530 CST

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
2. TERRAIN CONDITION - 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. - 413 2/19/85 HOUMA, LA

A/C Reg. No. N31223

Time (Lcl) - 0130 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

0

0

Serious

0

0

Minor

2

0

None

0

0

-----Aircraft Information-----

Make/Model - SIKORSKY S-76A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 10000
No. of Seats - 8

Eng Make/Model - ALLISON 250-C30
Number Engines - 2
Engine Type - TURBOSHAFT
Rated Power - 650 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 - IMC
Wind Dir/Speed- CALM
Visibility - .500 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - OBSCURED
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
ABBEVILLE, LA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data

HOUMA-TERREBONNE
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND
HELICOPTER

Age - 46
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - S-76

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 15000	Last 24 Hrs	- 6
Make/Model-	300	Last 30 Days-	UNK/NR
Instrument-	1025	Last 90 Days-	150
Multi-Eng -	2000	Rotorcraft -	6000

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE AIRCREW HAD JUST COMPLETED A MEDIVAC FLT & WERE REPOSITIONING THE HELICOPTER TO THE HOME BASE. WHILE THEY WERE EN ROUTE, THE COMPANY DISPATCHER INFORMED THE CREW THAT FOG WAS MOVING INTO THE AREA & THAT THEY HAD BETTER HURRY. DURING THE NIGHT APCH, THE HELICOPTER IMPACTED THE GROUND IN A LEVEL ATTITUDE, ABOUT 300 WEST OF THE THRESHOLD TO RWY 18. THE CREW STATED THAT THE LAST THING THEY REMEMBER WAS BEING AT 250 FT AGL WHILE ATTEMPTING A VFR APCH. ONE PLT WAS MONITORING THE INSTRUMENTS WHILE THE OTHER WAS ATTEMPTING TO OBTAIN THE RWY ENVIRONMENT. THE ACFT WAS EQUIPPED & THE PLTS WERE QUALIFIED TO MAKE AN INSTRUMENT APCH.

Brief of Accident (Continued)

File No. - 413

2/19/85

HOUMA, LA

A/C Reg. No. N31223

Time (Lc1) - 0130 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - FOG
3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
4. IMPROPER DECISION, UNDER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. IMPROPER DECISION, UNDER CONFIDENCE IN PERSONAL ABILITY - COPILOT

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH

Finding(s)

6. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
7. IFR PROCEDURE - NOT PERFORMED -

-----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. - 414 2/19/85 HOLMWOOD, LA A/C Reg. No. N60885 Time (Lcl) - 0930 CST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	1	0
NONE	Pass	0	0	0	0

Type of Operation - POSITIONING

Flight Conducted Under - 14 CFR 91

Accident Occurred During - MANEUVERING

-----Aircraft Information-----

Make/Model - BOEING A75N1

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 2717

No. of Seats - 1

Eng Make/Model - P&W R-985

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 450 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 - IMC

Wind Dir/Speed- CALM

Visibility - .300 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - OBSCURED

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LAKE CHARLES, LA

Destination

SWEETLAKE, LA

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 - 44

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 10601

Make/Model- 5023

Instrument- 227

Multi-Eng - 1495

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 136

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS 1 OF 2 THAT WERE BEING REPOSITIONED FORM 1 AG STRIP TO ANOTHER. WHILE EN ROUTE, THE FLT ENCOUNTERED DENSE FOG & THE LEAD PLT INITIATED A 180 DEG TURN. DURING THE TURN, THE 2ND ACFT (N60885) WAS ABOUT 100 FT IN TRAIL OF THE 1ST ACFT AT APRX 150 FT AGL. WHILE TURNING, N60885 ENCOUNTERED WAKE TURBULENCE FROM THE 1ST ACFT, ENTERED A VERTICAL LEFT BANK, DESCENDED & SUBSEQUENTLY IMPACTED THE GROUND.

Brief of Accident (Continued)

File No. - 414

2/19/85

HOLMWOOD, LA

A/C Reg. No. N60885

Time (Lcl) - 0930 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
 2. WEATHER CONDITION - FOG
 3. WEATHER CONDITION - OBSCURATION
 4. FLIGHT TO ALTERNATE DESTINATION - DELAYED -
-

Occurrence #2 VORTEX TURBULENCE ENCOUNTERED
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
-

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 515

3/02/85

TAUNTON, MA

A/C Reg. No. N4416X

Time (Lcl) - 1700 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
Pass	0	0	1	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28R-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/020 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
MANSFIELD, MA
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 - FORCED LANDING

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 53

Biennial Flight Review

Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 690	Last 24 Hrs	- UNK/NR
Make/Model-	40	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	40

Instrument Rating(s) - NONE

-----Narrative-----

WHILE APPROACHING ABOUT 6 MI FROM THE ARPT, THE ENG LOST POWER & THE ACFT BEGAN DESCENDING TOWARD A POND. THERE WAS A SURGE OF POWER, BUT POWER WAS LOST AGAIN. THE PLT STATED THAT HE BROUGHT THE NOSE UP ABOVE THE TREES TO "MUSH" THE PLANE IN RATHER THAN GO INTO THE POND. THE ACFT CONTACTED TREE TOPS AT AN UPWARD ANGLE. NO PREIMPACT MECHANICAL PROBLEM WAS VERIFIED.

Brief of Accident (Continued)

File No. - 515

3/02/85

TAUNTON, MA

A/C Reg. No. N4416X

Time (Lcl) - 1700 EST

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)
2. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 559 2/17/85 WATERVILLE, ME A/C Reg. No. N2234L Time (Lc1) - 1400 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - BEECH A23A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-346-A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 165 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- 050
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
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

WATERVILLE/LAFLUER
Runway Ident - 23
Runway Lth/Wid - 5000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 26
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 11
Make/Model- 11
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE OWNER OF THE ACFT WAS A STUDENT PLT WITH ONLY 10.7 HRS TOTAL TIME, OF WHICH, 8.1 HRS WERE DUAL INSTRUCTION. HE WAS ON A FLT WITH A PRIVATE PLT OCCUPYING THE RIGHT FRONT SEAT, WHO REPORTEDLY WAS ABOARD AS A PASSENGER. THE OWNER/STUDENT STATED THAT THE ENG LOST POWER WHEN THE ACFT WAS ON FINAL APCH TO RWY 23. THE ACFT THEN IMPACTED ON SLOPING TERRAIN BEFORE REACHING THE RWY. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS VERIFIED.

Brief of Accident (Continued)

File No. - 559

2/17/85

WATERVILLE, ME

A/C Reg. No. N2234L

Time (Lcl) - 1400 EST

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 473 4/27/85 ATHENS, MI A/C Reg. No. N5625J Time (Lcl) - 1400 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -TAKEOFF			0	0	0	1
						0

-----Aircraft Information-----

Make/Model - MITCHELL MONNETT MONI	Eng Make/Model - KFM 107E	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - UNK/NR	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	DAVID'S
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2800/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 70
SE LAND	Months Since - 9	Last 24 Hrs - 1
	Aircraft Type - C-152	Make/Model- 3
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OF THE HOME-BUILT/POWERED GLIDER INITIATED A TOUCH-&-GO LANDING. HOWEVER, HE DID NOT RETRACT THE SPOILERS WHEN HE BEGAN THE TAKEOFF PORTION OF THE TOUCH-&-GO. THE ACFT LIFTED OFF INTO GROUND EFFECT, BUT THE LEFT WING CONTACTED A RWY LIGHT AT THE DEPARTURE END OF THE RWY. THE ACFT THEN HIT THE GROUND LEFT WING 1ST & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 473

4/27/85

ATHENS, MI

A/C Reg. No. N5625J

Time (Lcl) - 1400 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND
 2. SPOILER RETRACTION - NOT PERFORMED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 4. CLIMB - NOT POSSIBLE -
 5. OBJECT - RUNWAY LIGHT
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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. - 541 5/09/85 TROY, MI A/C Reg. No. N2099P Time (Lcl) - 2310 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Injuries		
		Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-44-180
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-E1A6D
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 200/014 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
CHICAGO, IL
Destination
TROY, MI

Airport Proximity
ON AIRPORT

Airport Data

BIG BEAVER
Runway Ident - 27
Runway Lth/Wid - 2400/ 40
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 - 35
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 187
Make/Model- 44
Instrument- 2
Multi-Eng - 44
Last 24 Hrs - 5
Last 30 Days- UNK/NR
Last 90 Days- 76

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HIS INTENDED DESTINATION WAS THE TROY-OAKLAND ARPT WHERE HE INTENDED TO LAND ON RWY 27. HOWEVER, HE INADVERTENTLY LANDED ON RWY 27 AT THE BIG BEAVER ARPT WHICH WAS APRX 3 MI AWAY. HE WAS EXPECTING TO HAVE 3800 FT OF RWY, BUT THE RWY AT BIG BEAVER WAS ONLY 2700 FT LONG. DURING THE NIGHT LANDING, THE ACFT CONTINUED OFF THE END OF THE RWY & SUBSEQUENTLY HIT A DIRT BANK.

Brief of Accident (Continued)

File No. - 541

5/09/85

TROY,MI

A/C Reg. No. N2099P

Time (Lc1) - 2310 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. LANDED AT WRONG AIRPORT - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DIRT BANK
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 508

6/09/85

GAYLORD, MI

A/C Reg. No. N6544H

Time (Lcl) - 1116 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAXI

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER J-3
Landing Gear - FLOAT
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-AF
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 270/020 KTS
Visibility - 2.000 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - UNK/NR
Obstructions to Vision- DUST
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
UNK/NR

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 - WATER
Runway Status - WATER - CHOPPY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND, SE SEA

Age - 27

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- 2000	Last 24 Hrs	- 3
Make/Model-	400	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ATTEMPT TO TAKE THE FLOAT PLANE ACROSS A LAKE IN WIND THAT WAS FROM 270 DEG AT 20 GUSTING 40 KTS. SUBSEQUENTLY, THE ACFT CAPSIZED & WAS DAMAGED. IN A REVISED STATEMENT, THE PLT REPORTED THAT HE WAS "SAILING" (LETTING THE WIND BLOW THE ACFT) ACROSS THE LAKE FOR MOORING WITHOUT THE ENG RUNNING; BUT WHEN WINDS THREATENED TO CAUSE LOSS OF CONTROL, HE STARTED THE ENG BY PROPPING IT. HE SAID THAT AS HE SHIFTED HIS POSITION FROM THE FLOAT BACK TO THE COCKPIT, THE WIND CAUGHT A WING & TURNED THE ACFT OVER.

Brief of Accident (Continued)

File No. - 508

6/09/85

GAYLORD,MI

A/C Reg. No. N6544H

Time (Lcl) - 1116 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. WEATHER CONDITION - HIGH WIND
 2. TERRAIN CONDITION - WATER,ROUGH
 3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 4. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation TAXI - TO TAKEOFF

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 509 4/03/85 RUSH CITY, MN A/C Reg. No. N5995D Time (Lcl) - 1300 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - PIPER PA-22-150	Eng Make/Model - LYCOMING O-320-A1A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1840	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination LOCAL	Airport Data
Completeness - N/A		RUSH CITY MUNI
Basic Weather - VMC	ATC/Airspace	Runway Ident - 33
Wind Dir/Speed- 280/018 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 75
Visibility - 20.0 SM	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - 5000 FT SCATTERED	Type Apch/Lndg - NONE	Runway Status - DRY
Lowest Ceiling - 28000 FT BROKEN		
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 - 108
SE LAND	Months Since - 20	Make/Model- 12
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE WAS TAKING OFF ON RWY 33 WITH THE WIND FROM 280 DEG A 18 GUSTING 25 KTS. AFTER BECOMING AIRBORNE, THE ACFT WEATHERVANED INTO THE WIND. IT THEN TRAVELED TO THE LEFT OF THE RWY WHERE IT SETTLED BACK TO THE GROUND. SUBSEQUENTLY, THE ACFT CONTACTED A DITCH & THE NOSE GEAR COLLAPSED BEFORE THE ACFT CAME TO REST.

Brief of Accident (Continued)

File No. - 509

4/03/85

RUSH CITY, MN

A/C Reg. No. N5995D

Time (Lcl) - 1300 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

5. ABORTED TAKEOFF
 6. TERRAIN CONDITION - DITCH
-

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation OTHER

Finding(s)

7. LANDING GEAR, NOSE GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 433 4/18/85 HUTCHINSON, MN

A/C Reg. No. N66479

Time (Lcl) - 0715 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

Fire Crew

Flight Conducted Under -14 CFR 91

NONE Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 150M

Eng Make/Model - CONTINENTAL O-200-A

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1600

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 100 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 080/007 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

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

HUTCHINSON MUNICIPAL

Runway Ident - 15

Runway Lth/Wid - 3200/ 75

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 36

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 34 Last 24 Hrs - 2

Make/Model- 34 Last 30 Days- UNK/NR

Instrument- 1 Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON HIS 2ND SOLO FLT AFTER BEING ENDORSED FOR FLT IN THE CESSNA 150 ACFT. DURING A LANDING, HE LOST DIRECTIONAL CONTROL IN WINDS THAT HE REPORTED WERE FROM 080 DEGS AT 7 KTS. THE ACFT WENT OFF THE RIGHT SIDE OF THE RWY & WENT IN A DITCH WHERE THE NOSE GEAR DUG IN & THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 433

4/18/85

HUTCHINSON, MN

A/C Reg. No. N66479

Time (Lc1) - 0715 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

5. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE OVER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 472 4/21/85 ST. PAUL, MN A/C Reg. No. N94740 Time (Lcl) - 1230 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - ERCOUE 415-CD	Eng Make/Model - CONTINENTAL C-85-12-F	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1260	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MINNEAPOLIS, MN	DOWNTOWN HOLMAN
Wind Dir/Speed- 160/020 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4429/ 100
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 67	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1591
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 1591
		Last 30 Days- UNK/NR
		Instrument- 4
		Last 90 Days- 55

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF, WHILE CLIMBING THRU APRX 700 FT AGL, THE ENG DEVELOPED A SEVERE VIBRATION & A LOUD "CLANKING" SOUND. THESE WERE FOLLOWED BY A PARTIAL LOSS OF POWER. DURING A SUBSEQUENT FORCED LANDING, THE ACFT'S RIGHT WING HIT A TREE & THE NOSE GEAR COLLAPSED ON ROUGH TERRAIN. AN EXAM OF THE ENG REVEALED THAT THE #3 EXHAUST VALVE, PN 3921, HAD FAILED NEAR THE STEM-HEAD. THE ENG HAD 1040 HRS IN SERVICE SINCE MAJOR OVERHAUL.

Brief of Accident (Continued)

File No. - 472

4/21/85

ST. PAUL, MN

A/C Reg. No. N94740

Time (Lcl) - 1230 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB
1. ENGINE ASSEMBLY, VALVE - 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)
2. OBJECT - TREE(S)

Occurrence #4 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - ROUGH/UNEVEN
4. 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

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. - 474 4/30/85 MINNEAPOLIS,MN A/C Reg. No. N46683 Time (Lc1) - 0930 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - FERRY	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 180J	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 265 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	DULUTH,MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ANOKA COUNTY
Wind Dir/Speed- 150/003 KTS		Runway Ident - 17
Visibility - 8.0 SM	ATC/Airspace	Runway Lth/Wid - 3800/ 100
Lowest Sky/Clouds - 4900 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 8000 FT OVERCAST	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 764
SE LAND,SE SEA	Months Since - 6	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 9
		Last 30 Days- UNK/NR
		Instrument- 50
		Last 90 Days- 9

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS FERRYING THE ACFT TO THE ANOKA COUNTY ARPT FOR RADIO MAINTENANCE. DURING THE LANDING ROLL, THE ACFT SWERVED OFF THE RIGHT SIDE OF THE RWY & WAS DAMAGED. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS REPORTED.

Brief of Accident (Continued)

File No. - 474

4/30/85

MINNEAPOLIS, MN

A/C Reg. No. N46683

Time (Lcl) - 0930 CDT

Occurrence 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 EQUIPMENT/AIRCRAFT, 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

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 436 6/23/85 ST. CHARLES, MO A/C Reg. No. N67509 Time (Lcl) - 1130 CDT

-----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

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235	ELT Installed/Activated	- YES-UNK/NR
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-----

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 CHARLES COUNTY	
Wind Dir/Speed	- 240/012 KTS	ATC/Airspace		Runway Ident	- 18
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 3800/ 75
Lowest Sky/Clouds	- 5000 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 - 32	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 41	Last 24 Hrs - 1
	Months Since - N/A	Make/Model - 41	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - 10

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON HER 1ST SOLO FLT. SHE SAID THAT DURING A LANDING, SHE FLARED TOO HI & THE ACFT BOUNCED. A PORPOISE DEVELOPED & THE NOSE GEAR FAILED. ABOUT 11 MI SOUTHEAST AT THE LAMBERT-ST LOUIS ARPT, THE 1048 CDT WIND WAS FROM 240 DEG AT 12 KTS.

Brief of Accident (Continued)

File No. - 436

6/23/85

ST. CHARLES, MO

A/C Reg. No. N67509

Time (Lc1) - 1130 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. FLARE - IMPROPER - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 453 6/27/85 MARYVILLE, MO A/C Reg. No. N3621X Time (Lcl) - 1735 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	3

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire NONE
Crew
Pass

-----Aircraft Information-----

Make/Model - AERO COMMANDER 100-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A2F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 320/015 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
COLUMBUS, NE
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

RANKIN
Runway Ident - 34
Runway Lth/Wid - 2000/ 100
Runway Surface - GRAVEL
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 19
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 192
Make/Model- 150
Instrument- 4
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 33

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SLOWED THE AIRSPEED ON FINAL APCH & THE ACFT STALLED. SUBSEQUENTLY, THE ACFT IMPACTED ON THE RWY & WAS DAMAGED BEYOND ECONOMICAL REPAIR. THE PLT STATED THAT HE DID NOT HEAR THE STALL WARNING SYS; HOWEVER, IT OPERATED NORMALLY DURING A POST-CRASH CHECK.

Brief of Accident (Continued)

File No. - 453

6/27/85

MARYVILLE,MO

A/C Reg. No. N3621X

Time (Lc1) - 1735 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 429 4/03/85 PRENTISS,MS A/C Reg. No. N4884Q Time (Lcl) - 0730 CST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA A188B	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 4200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BRANDON,MS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 225/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 8000
SE LAND,ME LAND	Months Since - 2	Make/Model- 4000
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THERE WAS NO WIND AS THE PLT TOOK OFF TO PROCEED TO AN AG SITE; HOWEVER, BY THE TIME HE ARRIVED, THE WIND HAD BEGUN TO BLOW. REPORTEDLY, HE LANDED DOWNWIND ON A RURAL ROAD IN WINDS THAT WERE FROM THE SOUTHWEST AT 10 GUSTING TO 15 KTS. THE PLT STATED THAT HE ENCOUNTERED A GUST OF WIND AS HE TOUCHED DOWN & LOST CONTROL. THE ACFT THEN WENT IN A DITCH & HIT A BANK.

Brief of Accident (Continued)

File No. - 429

4/03/85

PRENTISS,MS

A/C Reg. No. N4884Q

Time (Lc1) - 0730 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - TAILWIND
 3. WEATHER CONDITION - GUSTS
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - INADVERTENT -
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

6. TERRAIN CONDITION - DITCH
 7. TERRAIN CONDITION - DIRT BANK
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 544 6/27/85 MARKS,MS A/C Reg. No. N4905Q Time (Lcl) - 1415 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Injuries			
	MINOR	Fatal	Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING		Other 0	1	0	0

-----Aircraft Information-----

Make/Model - CESSNA A188B	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	SAME AS ACC/INC	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 090/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 450 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 450 FT OBSCURED	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - UNK/NR
SE LAND	Months Since - 4	Last 24 Hrs - 4
	Aircraft Type - 188B	Make/Model- 4062
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 109
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT WHILE HE WAS ON AN AERIAL APPLICATION FLT, A RAIN STORM SUDDENLY BEGAN & FORCED HIM TO QUICKLY RETURN & LAND. HE REPORTED THAT THE RAIN WAS SO HEAVY THAT HE COULD ONLY SEE STRAIGHT DOWN. HE CONTACTED HIS GROUND CREW & ASKED THEM TO HELP (TALK) HIM DOWN ONTO A ROAD THAT WAS BEING USED AS A LANDING AREA. DURING THE LANDING, THE GROUND CREW SAW A PERSON ON A BICYCLE & TOLD THE PLT TO "PICK UP." THE PLT TRIED TO CLEAR OVER THE CYCLIST, BUT THE ACFT STILL HAD ABOUT 1/2 OF ITS LOAD & WAS TOO SLOW TO CLIMB. THE LEFT WING HIT THE CYCLIST ON THE HEAD & SERIOUSLY INJURED HIM.

Brief of Accident (Continued)

File No. - 544

6/27/85

MARKS,MS

A/C Reg. No. N49050

Time (Lc1) - 1415 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND
 2. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
 3. WEATHER CONDITION - RAIN
 4. WEATHER CONDITION - LOW CEILING
 5. WEATHER CONDITION - OBSCURATION
 6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. PRECAUTIONARY LANDING - DELAYED - PILOT IN COMMAND
 8. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 9. OBJECT - OTHER PERSON
 10. VISUAL LOOKOUT - 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) 1,2,6,7

Factor(s) relating to this accident is/are finding(s) 3,4,5,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 408 6/02/85 CUT BANK,MT A/C Reg. No. N2491A Time (Lcl) - 1430 MDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage				
	SUBSTANTIAL				
Type of Operation	-AERIAL APPLICATION	Fire	Crew	Fatal	Injuries
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	Serious
Accident Occurred During	-TAKEOFF			0	Minor
				0	None
				0	1
				0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-18-135	Eng Make/Model	- LYCOMING O-290-D	ELT Installed/Activated	- YES-UNK/NR
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	- 135 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- UNK/NR	Airport Data	
Visibility	- 10.0 SM	PRIVATE STRIP	
Lowest Sky/Clouds	- CLEAR	Runway Ident	- N/A
Lowest Ceiling	- NONE	Runway Lth/Wid	- N/A
Obstructions to Vision	- NONE	Runway Surface	- N/A
Precipitation	- NONE	Runway Status	- N/A
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 20	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 231	Last 24 Hrs - 1
SE LAND	Months Since - 20	Make/Model - 14	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - 23
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PURPOSE OF THE FLT WAS TO CLEAN THE ACFT SPRAY SYS. THE PLT REPORTED THAT HE INITIATED A DOWNHILL/DONWIND TAKEOFF IN WINDS THAT WERE LIGHT, BUT GUSTING. AT LIFT-OFF, THE PLT LOST DIRECTIONAL CONTROL & THE ACFT MUSHED & CRASHED. THE PLT BELIEVED THE ACCIDENT COULD HAVE BEEN AVOIDED BY "HOLDING THE ACFT ON THE GROUND LONGER & MAINTAINING BETTER DIRECTIONAL CONTROL." THE ELEVATION OF THE CRASH SITE WAS ABOUT 4150 FT.

Brief of Accident (Continued)

File No. - 408

6/02/85

CUT BANK,MT

A/C Reg. No. N2491A

Time (Lc1) - 1430 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WEATHER CONDITION - GUSTS
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. LIFT-OFF - PREMATURE - PILOT IN COMMAND
5. AIRSPEED(VLOF) - NOT ATTAINED -
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6

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. - 409 6/07/85 CHINOOK, MT A/C Reg. No. N5099C Time (Lcl) - 1435 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL		Fatal		Injuries		
Type of Operation - PERSONAL	Fire	Crew	0	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0	1
Accident Occurred During -LANDING							3

-----Aircraft Information-----

Make/Model - BEECH B35	Eng Make/Model - CONTINENTAL E-185-11	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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CHINOOK, MT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SPEARFISH, SD	
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1414
SE LAND	Months Since - 8	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 59
		Instrument- 8
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ABOUT 10 MIN AFTER TAKEOFF, THE ACFT WAS DAMAGED DURING A FORCED LANDING AFTER THE ENG BEGAN SPUTTERING & THEN LOST POWER. THE PLT REPORTED THAT HE MADE A NORMAL TAKEOFF WITH THE COWL FLAPS OPEN & THE MIXTURE RICH. AFTER CLIMBING ABOUT 1100 FT (TO 3500 FT MSL), HE CLOSED THE COWL FLAPS & LEANED THE MIXTURE SLIGHTLY. ABOUT 2 TO 3 MIN LATER, THE ENG BEGAN SPUTTERING. THE PLT OBSERVED THE OIL TEMP RISING. HE SAID HE OPENED THE COWL FLAPS, TURNED ON THE CARB HEAT, CHANGED THE FUEL SEL & CHECKED THE MAGNETOS. THE ENG LOST ALL POWER & THE PLT ATTEMPTED TO LAND ON A ROAD. HOWEVER, HE MANEUVERED TO AVOID POWER LINES THEN ELECTED TO LAND IN A FIELD. DURING THE APCH TO LAND, THE ACFT HIT A FENCE & WAS DAMAGED. A LACK OF FUEL WAS NOTED IN THE FUEL LINE LEADING TO THE CARBURETOR. THE ACFT HAD BEEN REFUELED WITH 37 GAL OF UNLEADED AUTOMOTIVE FUEL. THE AIR TEMP WAS REPORTED AS 85 DEG. NO PRE-ACCIDENT PROBLEM WAS FOUND THAT WOULD HAVE CAUSED A LOSS OF POWER, VAPOR LOCK OR OTHER ENG/FUEL SYS PROBLEM. THE WOBBLE PUMP WAS NOT USED WHILE ATTEMPTING TO RESTORE PWR.

Brief of Accident (Continued)

File No. - 409

6/07/85

CHINOOK, MT

A/C Reg. No. N5099C

Time (Lcl) - 1435 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. MANEUVER - PERFORMED - PILOT IN COMMAND
5. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 531 2/22/85 MORRISVILLE, NC A/C Reg. No. N5275U Time (Lcl) - 1051 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -TEST FLT	Fire	Crew 1	Serious 0	Minor 0	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - MCCLELLAN J. GROTE DRAGONFLY	Eng Make/Model - VOLKSWAGON 60-2DM/1834CC	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 982	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 60 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	RALEIGH/DURHAM
Wind Dir/Speed- 210/010 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7500/ 150
Lowest Sky/Clouds - THIN BKN	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 11819
SE LAND, ME LAND	Months Since - 7	Make/Model- 2
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 130
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE OWNER/BUILDER HAD PREPARED THE ACFT FOR ITS 1ST FLT. THIS PREPARATION INCLUDED HIGH SPEED TAXI TESTS, A BRAKE LINE REPAIR & ENG ADJUSTMENTS. TWO 17.6 LB BARBELL WEIGHTS WERE TIED TO THE WING LIFT BULKHEAD WITH 5/16 INCH HEMP ROPE FOR PURPOSES OF WEIGHT & BALANCE. A DECISION WAS MADE FOR THE OWNER'S FATHER, AN EXPERIENCED PLT, TO FLY THE INITIAL TEST FLT. THE PLT MADE A HIGH SPEED RUN WITH AN OPTION TO TAKEOFF & ABORTED WHEN THE ENG DEVELOPED A MISS. HE THEN PERFORMED A SATISFACTORY RUN-UP & TOOK OFF ON THE NEXT ATTEMPT. AFTER TAKING OFF, THE PLT REMAINED IN THE TRAFFIC PATTERN & TURNED ONTO A DOWNWIND FOR RWY 23. THE ACFT THEN NOSED OVER & CRASHED IN A NEAR VERTICAL DESCENT. AN EXAM OF THE FLT CONTROL SYS REVEALED NO EVIDENCE OF A PREIMPACT MALFUNCTION. ALL FRACTURES SHOWED EVIDENCE OF OVERLOAD FAILURE. THE BALLAST WEIGHTS WERE NOT SECURED IN ACCORDANCE WITH NORMAL AERONAUTICAL PRACTICES. THERE WAS EVIDENCE THAT THEY COULD HAVE COME LOOSE & JAMMED THE FLT CONTROLS OR SHIFTED THE CG.

Brief of Accident (Continued)

File No. - 531

2/22/85

MORRISVILLE, NC

A/C Reg. No. N5275U

Time (Lc1) - 1051 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. MISC EQPT/FURNISHINGS - IMPROPER
 2. MAINTENANCE, INSTALLATION - INADEQUATE - OTHER MAINTENANCE PSNL
 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 4. MISC EQPT/FURNISHINGS - LOOSE
 5. AIRCRAFT HANDLING - NOT MAINTAINED -
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 491 4/04/85 CONCORD, NC A/C Reg. No. N1071U Time (Lcl) - 1410 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	4

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
ON GROUND

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-34-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4000
No. of Seats - 6

Eng Make/Model - LYCOMING IO-360-C1E6
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 220/016 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
COLUMBIA, SC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

PROPST
Runway Ident - 04
Runway Lth/Wid - 3400/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, ME LAND

Age - 35

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 1630	Last 24 Hrs	- 3
Make/Model	- 747	Last 30 Days	- UNK/NR
Instrument	- 467	Last 90 Days	- 148
Multi-Eng	- 981		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT THE PVT ARPT AT THE DESTINATION HAD A UNIDIRECTIONAL STRIP WITH HI OBSTRUCTIONS ON BOTH ENDS. OBSTACLES, RWY SLOPE & NOISE ABATEMENT CONSIDERATIONS REQUIRED THAT RWY 4 BE USED FOR LANDINGS. AT 1351 EST, THE WIND AT CHARLOTTE, NC WAS FROM 220 DEG AT 16 GUSTING 27 KTS. DURING ARRIVAL AT CONCORD, THE FINAL APCH WAS FLOWN AT 100 MPH. A WITNESS REPORTED THAT THE ACFT TOUCHED DOWN ABOUT 1350 FT FROM THE APCH END, THEN BOUNCED 2 OR 3 TIMES. THE PLT WAS UNABLE TO STOP ON THE RWY & INTENTIONALLY GROUND LOOPED THE ACFT AFTER TRAVELING BEYOND THE DEPARTURE END. HE STATED THAT THE LEFT BRAKE WAS NOT WORKING SUFFICIENTLY & HE USED RUDDER & DIFFERENTIAL POWER FOR DIRECTIONAL CONTROL. SKID MARKS WERE FOUND STARTING ABOUT 2000 FT FROM THE APCH END OF THE RWY. STOPPING DISTANCE FOR THE CONDITIONS WAS CALCULATED TO BE 2711 FT; THE ACFT HAD TOUCHED DOWN WITH ABOUT 2050 FT REMAINING. WHEN CHECKED AFTER THE ACCIDENT, THE BRAKE PEDALS FELT SPONGY. THE LEFT BRAKE PAD WAS DISCOLORED BLUE.

Brief of Accident (Continued)

File No. - 491

4/04/85

CONCORD, NC

A/C Reg. No. N1071U

Time (Lcl) - 1410 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - TERRAIN/RUNWAY CONDITION
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - UPHILL
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
6. WEATHER CONDITION - TAILWIND
7. WEATHER CONDITION - HIGH WIND
8. WEATHER CONDITION - GUSTS
9. AIRSPEED - MISJUDGED - PILOT IN COMMAND
10. DISTANCE - MISJUDGED - PILOT IN COMMAND
11. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
12. GO-AROUND - NOT PERFORMED -

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

13. LANDING GEAR, MAIN GEAR - OVERLOAD
14. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,9,10,11

Factor(s) relating to this accident is/are finding(s) 2,4,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 582 5/27/85 HICKORY, NC

A/C Reg. No. N2378M

Time (Lcl) - 1007 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----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-C
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- 330/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GREENSBORO, NC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

HICKORY MUNI
Runway Ident - 29
Runway Lth/Wid - 2705/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 320
Make/Model- 5
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LANDING ROLL, THE PLT LOST DIRECTIONAL CONTROL OF THE ACFT & IT GROUND LOOPED & RAN OFF THE RWY. THE PLT REPORTED THAT THE LEFT TIRE WENT FLAT, THE LEFT GEAR COLLAPSED & THE LEFT WING WAS DAMAGED.

Brief of Accident (Continued)

File No. - 582

5/27/85

HICKORY, NC

A/C Reg. No. N2378M

Time (Lc1) - 1007 EDT

Occurrence 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 -
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, 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

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 575 6/25/85 MT. AIRY, NC A/C Reg. No. N2395G Time (Lcl) - 1315 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - 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

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 070/010 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - 25000 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MT. AIRY, NC
Destination
MT AIRY, NC

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MT. AIRY
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 21
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 60	Last 24 Hrs - 5
Make/Model- 60	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 60

Instrument Rating(s) - NONE

-----Narrative-----

WHILE NEARING COMPLETION OF A SOLO X-COUNTRY FLT, THE ENG QUIT. THE STUDENT PLT SELECTED AN OPEN AREA, BUT OVERSHOT THE INTENDED TOUCHDOWN POINT & THE ACFT CRASHED IN THE BACKYARD OF A SINGLE FAMILY DWELLING. AN INVESTIGATION FAILED TO DISCLOSE ANY SYSTEM MALFUNCTION OR FAILURE. ONLY ABOUT 3 QTS OF FUEL WAS REMAINING IN THE LEFT TANK. THE RIGHT TANK WAS DAMAGED, SO THE AMOUNT OF FUEL IN THAT TANK COULD NOT BE VERIFIED. ACCORDING TO THE ARPT MANAGER, THE ACFT SHOULD HAVE HAD AN ENDURANCE OF 5 HRS AT NORMAL POWER. THE ACFT CRASHED ABOUT 4.3 HRS AFTER TAKEOFF.

Brief of Accident (Continued)

File No. - 575

6/25/85

MT. AIRY, NC

A/C Reg. No. N2395G

Time (Lcl) - 1315 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. FLUID, FUEL - STARVATION
 2. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND 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. - 402 6/02/85 MICHIGAN,ND A/C Reg. No. N3569G Time (Lcl) - 1630 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -OTHER WORK USE	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - INTERMOUNTAIN CALLAIR A-9	Eng Make/Model - LYCOMING O-540	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PRIVATE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - UNK/NR
	Months Since - N/A	Make/Model- UNK/NR
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ELECTED TO FLY THE NEWLY PURCHASED ACFT AROUND THE AIRSTRIP TO TEST THE SPRAY SYS. SHORTLY AFTER TAKING OFF, THE ENG STOPPED RUNNING WHILE THE ACFT WAS OVER A SLOUGH. THE PLT WAS UNABLE TO GLIDE THE ACFT TO SUITABLE TERRAIN, & SUBSEQUENTLY, THE ACFT NOSED OVER DURING A LANDING IN AN AREA OF MUD & WATER. THE PLT REPORTED THAT THE ENG HAD STOPPED AFTER THE FUEL LOW PRESSURE LIGHT HAD ILLUMINATED. IN AN INTERVIEW, HE SAID THE FUEL TANKS WERE 1/4 FULL. LATER, HE ESTIMATED THERE WAS 10 TO 12 GAL ON BOARD. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. THE PLT DID NOT POSSESS A CURRENT MEDICAL OR PLT CERTIFICATE.

Brief of Accident (Continued)

File No. - 402

6/02/85

MICHIGAN,ND

A/C Reg. No. N3569G

Time (Lcl) - 1630 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,QUALIFICATION - PILOT IN COMMAND
3. FLUID,FUEL - LOW LEVEL
4. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
5. FLUID,FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - WET
7. TERRAIN CONDITION - SOFT

Occurrence #4 NOSE OVER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 3,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 528 6/14/85 LEONARD,ND A/C Reg. No. N4733Y Time (Lcl) - 2000 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - PIPER PA-25	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	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	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 625
SE LAND	Months Since - UNK/NR	Make/Model- 325
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 25
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN AERIAL SPRAY OPERATION, THE PLT RETURNED TO A FIELD WITH HIS 2ND CHEMICAL LOAD. AS HE DESCENDED OVER TREES TO BEGIN A SWATH RUN, HE BEGAN A FLARE, BUT THE ACFT CONTINUED DESCENDING & IMPACTED THE GROUND. THE RIGHT LANDING GEAR WAS TORN OFF & THE RIGHT LONGERON WAS BENT.

Brief of Accident (Continued)

File No. - 528

6/14/85

LEONARD,ND

A/C Reg. No. N4733Y

Time (Lcl) - 2000 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. TERRAIN CONDITION - CROP
3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
4. FLARE - DELAYED - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation OTHER

Finding(s)

5. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 448 6/19/85 YORK,NE A/C Reg. No. N92253 Time (Lcl) - 1945 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAXI					

-----Aircraft Information-----

Make/Model - PIPER J3C-65	Eng Make/Model - CONTINENTAL A-65	ELT Installed/Activated - YES/NO
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	YORK MUNI
Wind Dir/Speed- 140/006 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4100/ 75
Lowest Sky/Clouds - 30000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRAVEL
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 - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1402
SE LAND	Months Since - 19	Last 24 Hrs - 5
	Aircraft Type - PA-28R	Make/Model- 12
		Instrument- 4
		Last 30 Days- UNK/NR
		Last 90 Days- 33

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE HAD COMPLETED A LANDING & HAD COME TO A NEAR STOP, THEN HE APPLIED POWER & WAS ON THE BRAKES FOR CONTROL. HE STATED THAT THE LEFT BRAKE LOCKED & THE ACFT WENT OFF THE RWY INTO HI WEEDS & ROUGH TERRAIN. THERE WAS NO DAMAGE DUE TO VEERING OFF THE RWY. HOWEVER, WHEN THE PLT APPLIED POWER & ATTEMPTED TO GET BACK ON THE RWY, THE ACFT PITCHED SIDEWAYS & WAS DAMAGED. NO PREIMPACT PART FAILURE OF MALFUNCTION WAS SUBSTANTIATED.

Brief of Accident (Continued)

File No. - 448

6/19/85

YORK,NE

A/C Reg. No. N92253

Time (Lcl) - 1945 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAXI - FROM LANDING

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION
 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. - 549 2/03/85 MANVILLE,NJ A/C Reg. No. N91636 Time (Lcl) - 1500 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 0	Serious 1	Minor 0	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 182N	Eng Make/Model - CONTINENTAL O-470-R13	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	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	KUPPER
Wind Dir/Speed- 300/005 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3300/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - ICE COVERED
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 400
SE LAND	Months Since - 7	Make/Model- 400
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 25
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE PREFLIGHTED THE ACFT, MADE A NORMAL RUN-UP & TOOK OFF ON RWY 25 WHICH HAD "SOME ICE." SHORTLY AFTER LIFT-OFF, THE ACFT STALLED & CRASHED. WITNESSES STATED THAT THERE WAS SUBSTANTIAL ICE ON TOP OF THE WINGS.

Brief of Accident (Continued)

File No. - 549

2/03/85

MANVILLE, NJ

A/C Reg. No. N91636

Time (Lc1) - 1500 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WING - ICE
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. AIRCRAFT PERFORMANCE - DETERIORATED
4. AIRSPEED(VS) - NOT ATTAINED -
5. STALL - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 558 2/24/85 MEDFORD,NJ A/C Reg. No. N1966X Time (Lcl) - 1115 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	3
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL D-470-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
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	ISLIP,NY	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FLYING W
Wind Dir/Speed- 200/015 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500
Lowest Sky/Clouds - UNK/NR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 200
SE LAND	Months Since - UNK/NR	Make/Model- 47
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO A CAP PLT, WHO WAS WAITING TO TAKEOFF, THE PLT OF N1966X UNDERSHOT HIS LANDING TOUCHDOWN POINT TO SUCH A DEGREE THAT N1966X NEARLY HIT AN EMBANKMENT SHORT OF THE RWY. N1966X TOUCHED DOWN AT OR NEAR THE APCH END OF THE RWY. THE PLT (OF N1966X) STATED THAT THE ACFT TOUCHED DOWN ON THE RWY & BOUNCED, THEN HE INITIATED A GO-AROUND. SUBSEQUENTLY, THE ACFT TURNED TO THE RIGHT & CONTINUED IN A STEEP NOSE-HIGH ATTITUDE. UNABLE TO CLIMB, THE ACFT IMPACTED THE TOPS OF TREES & CRASHED. ACCORDING TO THE PLT, THE WIND WAS FROM 200 DEGS AT 15 GUSTING TO 25 KTS.

Brief of Accident (Continued)

File No. - 558

2/24/85

MEDFORD, NJ

A/C Reg. No. N1966X

Time (Lc1) - 1115 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 4. GO-AROUND - DELAYED - PILOT IN COMMAND
 5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 6. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

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) 4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 512 3/09/85 COLTS NECK, NJ A/C Reg. No. N2558Z Time (Lc1) - 1140 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -GLIDER TOW	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 - BELLANCA 8GCBC	Eng Make/Model - LYCOMING O-360-C2E	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	COLTS NECK
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 25
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2569/ 125
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - YES	Total - 11649
SE LAND,ME LAND	Months Since - 11	Make/Model- 50
GLIDER	Aircraft Type - UNK/NR	Instrument- 999
		Multi-Eng - 8705
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 47

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RETURNED TO THE ARPT AFTER A GLIDER TOW FLT TO LAND. DURING A 3-POINT TOUCHDOWN, THE ACFT HIT A RUT & BOUNCED IN THE AIR. THE PLT RECOVERED & MADE ANOTHER 3-POINT TOUCHDOWN, THEN HEARD A "LOUD CRACK" & SAW THE RIGHT MAIN GEAR SEPARATE. HE STATED THAT BOTH TOUCHDOWNS WERE SMOOTH. AN EXAM REVEALED THE RIGHT MAIN GEAR HAD FAILED NEAR A U-BOLT ATTACH POINT.

Brief of Accident (Continued)

File No. - 512

3/09/85

COLTS NECK, NJ

A/C Reg. No. N2558Z

Time (Lcl) - 1140 EST

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
2. LANDING GEAR, MAIN GEAR STRUT - FAILURE, TOTAL

----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. - 514 3/09/85 ANDOVER,NJ A/C Reg. No. N81385 Time (Lcl) - 1400 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - FAIRCHILD 24W-46	Eng Make/Model - JACOBS L-4-MB	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2562	Engine Type - UNK/NR	
No. of Seats - 4	Rated Power - UNK/NR	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	AEROFLEX
Wind Dir/Speed- 300/012 KTS	ATC/Airspace	Runway Ident - 21
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 2004/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 966
SE LAND,SE SEA	Months Since - 4	Make/Model- 4
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE WIND WAS FROM 300 DEG AT 12 GUSTING 20 KTS. WHILE ON FINAL APCH TO LAND, THE ACFT ENCOUNTERED A GUST & SETTLED PREMATURELY. IT DRIFTED TO THE LEFT & THE LEFT WHEEL ENTERED A GRASSY AREA. THE PLT INITIATED CORRECTIVE ACTION, THEN THE ACFT VEERED RIGHT, HIT A SNOWBANK & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 514

3/09/85

ANDOVER, NJ

A/C Reg. No. N81385

Time (Lc1) - 1400 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED -
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - 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) 3,4

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. - 599 5/20/85 CLOVIS, NM A/C Reg. No. N50011 Time (Lcl) - 1000 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

Crew
Pass

Fatal
0
0

Injuries
Serious Minor None
0 1 1
0 0 0

-----Aircraft Information-----

Make/Model - CESSNA 150H
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - 1000 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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CLOVIS MUNI
Runway Ident - 04
Runway Lth/Wid - 6200/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND
HELICOPTER

Age - 45

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 8000
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 125
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE OWNER OF THE ACFT HAD NOT FLOWN RECENTLY, SO HE GOT AN INSTRUCTOR PLT (CFI) TO ACCOMPANY HIM. THE OWNER PREFLIGHTED THE ACFT, DID A NORMAL RUN-UP & INITIATED A TAKEOFF. SHORTLY AFTER LIFT-OFF, THE ENG BEGAN TO INTERMITTENTLY RUN ROUGH. IT THEN QUIT ALTOGETHER & A FORCED LANDING WAS MADE IN AN OPEN MUDDY FIELD. WHEN THE NOSEWHEEL WAS LOWERED TO THE GROUND, THE ACFT NOSED OVER. AN EXAM OF THE ACFT & ENG REVEALED THAT THE FUEL SHUT-OFF HANDLE WAS IN THE "OFF" POSITION. BOTH PLTS REPORTED THAT THEY HAD NOT TOUCHED THE FUEL SHUT-OFF HANDLE EITHER DURING OR AFTER THE FLT.

Brief of Accident (Continued)

File No. - 599

5/20/85

CLOVIS,NM

A/C Reg. No. N50011

Time (Lcl) - 1000 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL

Phase of Operation TAKEOFF - INITIAL CLIMB

1. FUEL SYSTEM,FUEL SHUTOFF - SWITCHED OFF
2. AIRCRAFT PREFLIGHT - INADEQUATE - DUAL STUDENT
3. IMPROPER USE OF PROCEDURE,LACK OF RECENT EXPERIENCE - DUAL STUDENT
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING

Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

5. EMERGENCY PROCEDURE - IMPROPER - DUAL STUDENT
6. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND(CFI)
7. FUEL TANK SELECTOR POSITION - NOT CORRECTED -

Occurrence #3 NOSE OVER

Phase of Operation LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - OPEN FIELD
9. TERRAIN CONDITION - SOFT
10. TERRAIN CONDITION - WET

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5,6

Factor(s) relating to this accident is/are finding(s) 3,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 403 6/08/85 ALBUQUERQUE,NM A/C Reg. No. N2669K Time (Lcl) - 0745 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - LUSCOMBE 8E	Eng Make/Model - CONTINENTAL 85	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1400	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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ALAMEDA
Wind Dir/Speed- 330/005 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6080/ 80
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 700
SE LAND	Months Since - 23	Make/Model- 300
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 4
		Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PLT REPORTED THAT DURING A NORMAL LANDING, THE RIGHT MAIN GEAR FOLDED BACK, FOLLOWED BY COLLAPSE OF THE LEFT MAIN GEAR. AN EXAM REVEALED EVIDENCE OF FATIGUE FAILURE OF A CLEVIS BOLT IN THE THREADED AREA.

Brief of Accident (Continued)

File No. - 403

6/08/85

ALBUQUERQUE, NM

A/C Reg. No. N2669K

Time (Lcl) - 0745 MDT

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, MAIN GEAR - FATIGUE

----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. - 600 6/09/85 LOS ALAMOS,NM A/C Reg. No. N8651C Time (Lc1) - 1718 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	1
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - PIPER PA-28R-200	Eng Make/Model - LYCOMING IO-360-C1C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	OKMULGEE,OK	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOS ALAMOS,NM	LOS ALAMOS
Wind Dir/Speed- 210/016 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 40.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5527/ 130
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	GO AROUND	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 670
SE LAND	Months Since - 9	Last 24 Hrs - 9
	Aircraft Type - UNK/NR	Make/Model- 191
		Instrument- 66
		Last 30 Days- UNK/NR
		Last 90 Days- 51

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS MAKING AN APCH TO RWY 27 AT THE LOS ALAMOS MUNI ARPT IN GUSTY X-WIND CONDITIONS. THE ARPT WAS LOCATED ATOP A MESA & RWY 27 HAD A 1.5% UPHILL RWY GRADIENT. THE PLT SAID HE SELECTED 2 NOTCHES (25 DEG) OF FLAPS. THE WINDS WERE REPORTED TO BE FROM 210 TO 240 DEG AT 10 TO 16 KTS. AS THE PLT FLARED TO LAND, A STRONG GUST OF WIND PUSHED THE ACFT TO THE RIGHT OF CENTERLINE. THE PLT SAID HE ATTEMPTED TO MAKE A GO-AROUND. HOWEVER, THE ACFT IMPACTED THE GROUND ADJACENT TO THE RWY & SKIDDED 200 FT BEFORE COMING TO REST. THE ARPT ELEVATION WAS 7173 FT.

Brief of Accident (Continued)

File No. - 600

6/09/85

LOS ALAMOS, NM

A/C Reg. No. N8651C

Time (Lc1) - 1718 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. AIRSPEED(VREF) - INADEQUATE -
6. LOWERING OF FLAPS - EXCESSIVE -
7. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
8. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
9. WEATHER CONDITION - HIGH DENSITY ALTITUDE
10. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
11. STALL/MUSH

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,8,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,7,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 410 6/14/85 SUNSPOT,NM A/C Reg. No. N47822 Time (Lcl) - 0855 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 0	Serious 1	Minor 0	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During -MANEUVERING					

-----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 - 1750	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	ALAMOGORDO,NM	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 282
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - T-38	Make/Model- 12
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 48
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS FLYING IN THE VALLEYS OF MOUNTAINOUS TERRAIN. HE ELECTED TO FLY TO THE LEFT AROUND WHAT APPEARED TO BE A SMALL HILL, BUT WAS ACTUALLY PART OF A RIDGE LINE. SUBSEQUENTLY, THE ACFT ENTERED A "DRAW" & WOULD NOT OUT-CLIMB RISING TERRAIN. THE ACFT BEGAN MUSHING, SO THE PLT LOWERED THE NOSE, SELECTED 10 DEG OF FLAPS & TRIED TO LAND IN A RELATIVELY FLAT AREA. HOWEVER, THE ACFT PITCHED FORWARD & IMPACTED THE GROUND AT A 45 DEG ANGLE WHILE AT A SPEED OF APRX 45 TO 50 KTS. THE ELEVATION OF THE CRASH SITE WAS ABOUT 8500 FT.

Brief of Accident (Continued)

File No. - 410

6/14/85

SUNSPOT,NM

A/C Reg. No. N47822

Time (Lc1) - 0855 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 4. TERRAIN CONDITION - RISING
 5. PROPER CLIMB RATE - NOT POSSIBLE -
 6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

8. TERRAIN CONDITION - ROUGH/UNEVEN
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6,7

Factor(s) relating to this accident is/are finding(s) 2,3,4,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 412 6/17/85 CLOVIS,NM A/C Reg. No. N2312U Time (Lcl) - 0930 MDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation	-AERIAL APPLICATION	Fire	Crew	Fatal	0	Injuries	
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	Serious	0
Accident Occurred During	-LANDING			0	0	Minor	0
						None	1

-----Aircraft Information-----

Make/Model	- AIRTRACTOR AT-301	Eng Make/Model	- P&W R-1340	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 360/005 KTS	Runway Ident	- N/A
Visibility	- 20.0 SM	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- CLEAR	Runway Surface	- N/A
Lowest Ceiling	- NONE	Runway Status	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 8903	Last 24 Hrs - 5
SE LAND,ME LAND,SE SEA	Months Since - 2	Make/Model- 150	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 153	Last 90 Days- 300
		Multi-Eng - 250	Rotorcraft - 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE PLT WAS PULLING UP OVER A POWER LINE AT THE END OF A SPRAY RUN, THE ENG LOST POWER & SMOKE BEGAN COMING FROM THE RIGHT SIDE OF THE ENG. THE PLT TURNED TO LAND IN A FIELD, BUT WAS UNABLE TO ALIGN THE ACFT WITH FORROWS. DURING A FORCED LANDING, THE ACFT NOSED OVER. AN EXAM REVEALED THAT THE #4 CYLINDER EXHAUST ROCKER ARM SHAFT WAS MISSING.

Brief of Accident (Continued)

File No. - 412

6/17/85

CLOVIS, NM

A/C Reg. No. N2312U

Time (Lc1) - 0930 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE ASSEMBLY, OTHER - DISCONNECTED
-

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 NOSE OVER
Phase of Operation LANDING

Finding(s)

2. TERRAIN CONDITION - HIGH OBSTRUCTION(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

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. - 462 4/02/85 SMITH,NV A/C Reg. No. N6923X Time (Lc1) - 1655 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 2	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - CESSNA 172B	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 - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WELLINGTON,NV	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 180/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 18000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 600
SE LAND	Months Since - 12	Make/Model- 566
	Aircraft Type - 172B	Instrument- 4
		Last 24 Hrs - 1
		Last 30 Days- 4
		Last 90 Days- 8
		Rotorcraft - 17

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO WITNESSES, THE PLT MADE MULTIPLE PASSES OVER HIS RESIDENCE AT LOW ALT. THE WITNESSES OBSERVED THE ACFT IN VARIOUS MANEUVERS AT LOW ALT. ONE MANEUVER WAS DESCRIBED AS A PULL-UP FROM ABOUT 100 FT TO APRX 600 FT, WHERE THE ACFT WENT INTO A WINGOVER OR HAMMERHEAD STALL. SUBSEQUENTLY, WHILE MANEUVERING, THE ACFT IMPACTED THE GROUND IN A STEEP NOSE DOWN, SLIGHTLY LEFT BANK ATTITUDE WHILE ON A HEADING OF 125 DEGS. INITIAL GROUND IMPACT WAS APRX 94 FT EAST OF A SET OF POWER LINES. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 462

4/02/85

SMITH,NV

A/C Reg. No. N6923X

Time (Lc1) - 1655 PST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, OSTENTATIOUS DISPLAY - PILOT IN COMMAND
3. AEROBATICS - PERFORMED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. OBJECT - WIRE, TRANSMISSION
6. MANEUVER - INITIATED - PILOT IN COMMAND
7. TERRAIN CONDITION - GROUND
8. 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) 8

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. - 485 5/01/85 BOULDER CITY,NV A/C Reg. No. N2518D Time (Lcl) - 1600 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	0

-----Aircraft Information-----

Make/Model - CESSNA 170B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-C
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 - NWS
Method - UNK/NR
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 210/010 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
HESPERIA,CA
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

BOULDER CITY
Runway Ident - 03
Runway Lth/Wid - 3100/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 44

Biennial Flight Review

Current - YES
Months Since - 17
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 676	Last 24 Hrs	- 4
Make/Model-	13	Last 30 Days-	UNK/NR
Instrument-	92	Last 90 Days-	19

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, A PERSON ANSWERING THE UNICOM REPORTED THAT RWY 3 WAS THE ACTIVE RWY & THAT THE WIND WAS 10 KTS. THE PLT MADE A WHEEL LANDING ON RWY 3 IN WINDS THAT WERE FROM 210 DEG AT 10 KTS. HE STATED THAT WHEN THE TAILWHEEL CAME DOWN DURING THE LANDING ROLL, THE ACFT WAS BLOWN TOWARD THE LEFT. AFTER VEERING LEFT, THE ACFT COLLIDED WITH A TIED DOWN GLIDER & WENT INTO A 4 FT DEEP DITCH. SEVERAL PERSONS NOTED THAT THERE WERE DUST DEVILS ON THE ARPT AT OR NEAR THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 485

5/01/85

BOULDER CITY, NV

A/C Reg. No. N2518D

Time (Lc1) - 1600 PST

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - TAILWIND
 3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 4. WEATHER CONDITION - UNFAVORABLE WIND
 5. COMPENSATION FOR WIND CONDITIONS - NOT ATTAINED -
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

6. DIRECTIONAL CONTROL - NOT MAINTAINED -
 7. GROUND LOOP/SWERVE - UNCONTROLLED -
-

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

8. OBJECT - AIRCRAFT PARKED
-

Occurrence #4 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

9. TERRAIN CONDITION - DITCH
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 556 2/24/85 HUDSON,NY A/C Reg. No. N757BS Time (Lcl) - 0240 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	SUBSTANTIAL				
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor
Accident Occurred During -LANDING			0	0	0
					None
					1
					1

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2CC	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ATLANTIC CITY,NJ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	COLUMBIA
Wind Dir/Speed- 250/020 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4200/ 75
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 466
SE LAND	Months Since - 13	Last 24 Hrs - 15
	Aircraft Type - UNK/NR	Make/Model- 369
		Last 30 Days- UNK/NR
		Instrument- 5
		Last 90 Days- 39

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EN ROUTE, THE PLT ENCOUNTERED STRONG, GUSTY WINDS & MODERATE TO SEVERE TURBULENCE. AFTER ARRIVING AT THE DESTINATION ARPT, HE MADE 3 APPROACHES TO RWY 21. HE STATED THAT WIND SHEAR CAUSED UP & DOWNDRAFTS & THAT THE ACFT HIT THE RWY HARD & BALLOONED. SUBSEQUENTLY, THE ACFT TOUCHED DOWN HARD AGAIN & THE NOSE GEAR COLLAPSED. THE PLT REPORTED THAT THE WIND WAS FROM 250 TO 310 DEG AT 20 GUSTING 50 KTS.

Brief of Accident (Continued)

File No. - 556

2/24/85

HUDSON, NY

A/C Reg. No. N757BS

Time (Lc1) - 0240 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - GUSTS
4. WEATHER CONDITION - TURBULENCE
5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. LIGHT CONDITION - NIGHT
7. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 516 3/05/85 UTICA,NY A/C Reg. No. N7408S Time (Lcl) - 2017 EST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage									
Name of Carrier	-BUXMONT AVIATION SERVICE,	SUBSTANTIAL		Fatal	0	Serious	0	Minor	0	None	1
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire		Crew	0	0	0	0	0	0	
Flight Conducted Under	-14 CFR 135	NONE		Pass	0	0	0	0	0	0	
Accident Occurred During	-LANDING										

-----Aircraft Information-----

Make/Model	- SMITH AEROSTAR 600	Eng Make/Model	- LYCOMING IO-540-G1B5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 5500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- UNK/NR	Rated Power	- 290 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	TETERBORO,NJ			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- IMC	SAME AS ACC/INC		ONEIDA CO.	
Wind Dir/Speed	- 290/012 KTS	ATC/Airspace		Runway Ident	- 33
Visibility	- .500 SM	Type of Flight Plan	- VFR	Runway Lth/Wid	- 6000/ 150
Lowest Sky/Clouds	- 500 FT	Type of Clearance	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 500 FT OBSCURED	Type Apch/Lndg	- ILS-COMPLETE	Runway Status	- UNK/NR
Obstructions to Vision	- BLOWING SNOW				
Precipitation	- SNOW SHOWER				
Condition of Light	- NIGHT(DARK)				

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI	Current - YES	Total - 2518	Last 24 Hrs - 4
SE LAND,ME LAND	Months Since - 10	Make/Model - 109	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 241	Last 90 Days - 108
		Multi-Eng - 960	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING AN ILS APCH, HE BROKE OUT & SAW THE ARPT. HOWEVER, HE SAID THAT "LAKE EFFECT" WAS MOVING IN RAPIDLY. THE WIND WAS REPORTED FROM 290 DEG AT 12 GUSTING 18 KTS. THE PLT ELECTED TO CONTINUE HIS APCH TO RWY 33 RATHER THAN CIRCLE & LAND ON RWY 27. ABOUT 3 TO 5 SEC INTO THE LANDING ROLL, THE ACFT VEER LEFT & COLLIDED WITH A SNOWBANK. THE PLT REPORTED THAT THE RWY WAS SLICK. APRX 3 MIN AFTER LANDING, THE WX WAS REPORTED IN PART AS: 500 FT OBSCURED, VISIBILITY 1/2 MI WITH LIGHT SNOW.

Brief of Accident (Continued)

File No. - 516

3/05/85

UTICA,NY

A/C Reg. No. N7408S

Time (Lcl) - 2017 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - SNOW
4. WEATHER CONDITION - OBSCURATION
5. WEATHER CONDITION - CROSSWIND
6. WEATHER CONDITION - GUSTS
7. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - TERRAIN/RUNWAY CONDITION
8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
9. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

10. TERRAIN CONDITION - SNOWBANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 525 3/10/85 WHEATFIELD,NY A/C Reg. No. N30155 Time (Lcl) - 1500 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
1 0
2 0

None
0
0

-----Aircraft Information-----

Make/Model - CESSNA 177
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2275
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 - 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- UNK/NR
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
DANSVILLE,NY
Destination
NIAGARA FALLS,NY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 49

Biennial Flight Review

Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total - 665 Last 24 Hrs - UNK/NR
Make/Model- 18 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING ARRIVAL, HE MADE A COMPLETE LANDING CHECK & APPLIED CARB HEAT BEFORE REDUCING POWER. HE STATED THAT WHEN THE POWER WAS REDUCED TO 1900 TO 2000 RPM, THE ENG SUDDENLY STOPPED RUNNING. HE ATTEMPTED TO RESTART THE ENG, BUT WAS UNABLE. AN OPEN FIELD WAS SELECTED FOR AN EMERGENCY LANDING; HOWEVER, DURING THE LANDING, THE LEFT WING STRUCK SMALL TREES & THE RIGHT WING CONTACTED MUD & SNOW. THE ACFT SKIDDED ON MUD & SNOW AND WAS SUBSEQUENTLY DAMAGED BEYOND ECONOMICAL REPAIR. AN EXAM OF THE ACFT WAS MADE, BUT NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. THE CARB HEAT ASSEMBLY WAS BADLY DAMAGED BY IMPACT. THE LEFT FUEL CAP WAS NOT VENTED; HOWEVER, NO OBSTRUCTIONS WERE REPORTED TO THE OTHER VENTS FOR THE THAT TANK. AD-79-14 REQUIRED THAT BOTH FUEL CAPS BE VENTED IAW CESSNA SVC LTR, SE 77-6.

Brief of Accident (Continued)

File No. - 525

3/10/85

WHEATFIELD,NY

A/C Reg. No. N30155

Time (Lcl) - 1500 EST

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH

Finding(s)

1. UNDETERMINED
2. FUEL SYSTEM, VENT - IMPROPER
3. MAINTENANCE, COMPLIANCE WITH AD - NOT FOLLOWED - COMPANY/OPERATOR MGMT

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

4. OBJECT - TREE(S)

Occurrence #4 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

5. TERRAIN CONDITION - SOFT
6. 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

Factor(s) relating to this accident is/are finding(s) 4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 510 4/12/85 EAST LIVERPOOL, OH A/C Reg. No. N15JT Time (Lcl) - 1940 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 150L
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 120/003 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling -

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

NEW PHILADELPHI, OH

Destination

BEAVER FALLS, PA

Airport Proximity
ON AIRPORT

Airport Data

COLUMBIANA COUNTY

Runway Ident - 24

Runway Lth/Wid - 3500/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 36

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 - 72 Last 24 Hrs - 3

Make/Model- 72 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A NIGHT/SOLO X-COUNTRY FLT, THE ENG HAD A PARTIAL LOSS OF POWER. THE STUDENT ATTEMPTED TO MAKE AN EMERGENCY LANDING AT A NEARBY ARPT, BUT THE RWY LIGHTS WERE NOT ILLUMINATED. AT FIRST, THE STUDENT DID NOT REMEMBER THAT THE LIGHTS COULD BE CONTROLLED BY KEYING THE RADIO. EVENTUALLY, HE CHANGED THE RADIO TO THE UNICOM FREQ (122.8) & TURNED ON THE LIGHTS. HE FOUND THAT THE ACFT WAS NOT IN A PROPER POSITION TO LAND, SO HE ELECTED TO LAND AT AN ANGLE TO THE RWY. DURING THE LANDING, THE ACFT HIT A DITCH & NOSED OVER. A SUBSEQUENT TEARDOWN OF THE ENG REVEALED THAT THE #4 EXHAUST VALVE WAS STUCK IN THE FULL OPEN POSITION.

Brief of Accident (Continued)

File No. - 510

4/12/85

EAST LIVERPOOL, OH

A/C Reg. No. N15JT

Time (Lcl) - 1940 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, VALVE - BINDING(MECHANICAL)

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
3. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
4. LIGHT CONDITION - DARK NIGHT
5. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - NOT OPERATING
6. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, VISUAL/AURAL DETECTION - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
9. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
10. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE OVER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,9

Factor(s) relating to this accident is/are finding(s) 4,6,7,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 518 4/22/85 MACEDONIA, OH A/C Reg. No. N12124 Time (Lcl) - 1410 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

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

-----Aircraft Information-----

Make/Model - CESSNA 172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 220/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 11000 FT
Lowest Ceiling - 11000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WARREN, OH
Destination
ELYRIA, OH

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)
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 - 102
Make/Model- 8
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CRUISING AT 2500 FT MSL, THE ENG DEVELOPED A SEVERE VIBRATION ACCOMPANIED BY A PARTIAL PWR LOSS. THE PLT MADE A FORCED LANDING UPHILL ON AN INCLINED FIELD. HE INITIATED A SHARP LEFT TURN TO AVOID A HOUSE. AT THAT TIME, THE NOSE GEAR COLLAPSED & THE ACFT NOSED OVER. AN EXAM OF THE ENG REVEALED THAT THE #3 EXHAUST VALVE, PN 75068, HAD FAILED.

Brief of Accident (Continued)

File No. - 518

4/22/85

MACEDONIA, OH

A/C Reg. No. N12124

Time (Lc1) - 1410 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE

Finding(s)

1. ENGINE ASSEMBLY, VALVE - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ABRUPT MANEUVER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - UPHILL
3. OBJECT - RESIDENCE
4. REMEDIAL ACTION - INITIATED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND

Occurrence #4 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #5 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 500 4/23/85 RICHFIELD, OH A/C Reg. No. N87920 Time (Lcl) - 0950 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
	Fire	Crew	Fatal	Serious	Minor
Type of Operation - PERSONAL	NONE	Pass	0	0	1
Flight Conducted Under -14 CFR 91			0	0	1
Accident Occurred During -TAKEOFF					0

-----Aircraft Information-----

Make/Model - PIPER J-3	Eng Make/Model - CONTINENTAL A-65	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	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	SHOOTZ FIELD
Wind Dir/Speed- 220/008 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200
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 - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1195
SE LAND,ME LAND	Months Since - 11	Make/Model- 400
	Aircraft Type - UNK/NR	Instrument- 113
		Multi-Eng - 10
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 18

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT MADE A SHORT FIELD TAKEOFF USING APRX 1700 FT OF THE 2200 FT AIRSTRIIP. UNABLE TO CLEAR TREES ALONG THE FLT PATH, HE TURNED TO THE RIGHT. HOWEVER, THE ACFT'S WHEEL PANTS CONTACTED A TREE WHILE THE PLANE WAS STILL BANKED TO THE RIGHT & A SLIGHT AMOUNT OF AIRSPEED WAS LOST. THE ACFT THEN BRUSHED TWO MORE TREES, LOST MORE AIRSPEED & CRASHED.

Brief of Accident (Continued)

File No. - 500

4/23/85

RICHFIELD, OH

A/C Reg. No. N87920

Time (Lcl) - 0950 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
 3. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
 4. PROPER CLIMB RATE - NOT ATTAINED -
 5. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
 6. OBJECT - TREE(S)
 7. CLEARANCE - NOT OBTAINED - 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) 1,7

Factor(s) relating to this accident is/are finding(s) 2,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 540 5/11/85 CONNEAUT, OH A/C Reg. No. N42454 Time (Lcl) - 1925 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	0	0	2	0
Flight Conducted Under -14 CFR 91	Pass	0	0	0	0
Accident Occurred During -TAKEOFF	NONE				

-----Aircraft Information-----

Make/Model - PIPER J3C-65	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	CONNEAUT
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 29
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1600/ 100
Lowest Sky/Clouds - 5000 FT	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - SOFT
Obstructions to Vision- NONE		ROUGH
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)
COMMERCIAL,CFI	Current - YES	Total - 2000
SE LAND	Months Since - 16	Make/Model- 31
	Aircraft Type - CHIEF	Instrument- 250
		Last 24 Hrs - 0
		Last 30 Days- 0
		Last 90 Days- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE ELECTED TO BEGIN HIS TAKEOFF ROLL 300 FT DOWN THE RWY DUE TO A MUD HOLE LOCATED AT THAT POINT. DURING HIS INITIAL CLIMB, THE PLT BELIEVED THE ACFT MIGHT NOT CLEAR TREES AT THE DEPARTURE END OF THE RWY & ELECTED TO TURN RIGHT IN AN ATTEMPT TO AVOID THE OBSTRUCTIONS. SUBSEQUENTLY, THE ACFT STALLED AT APRX 50 FT AGL & CRASHED.

Brief of Accident (Continued)

File No. - 540

5/11/85

CONNEAUT, OH

A/C Reg. No. N42454

Time (Lc1) - 1925 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - TERRAIN/RUNWAY CONDITION
 3. ALL AVAILABLE RUNWAY - NOT USED -
 4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 5. MANEUVER - PERFORMED - PILOT IN COMMAND
 6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 7. STALL - INADVERTENT - PILOT IN COMMAND
 8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6,7

Factor(s) relating to this accident is/are finding(s) 2,4,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 507 5/21/85 MANTUA, OH A/C Reg. No. N73219 Time (Lcl) - 2000 EDT

-----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	-MANEUVERING			0	0	0	1
				0	0	0	0

-----Aircraft Information-----

Make/Model	- BELL 47G-2A	Eng Make/Model	- LYCOMING VO-435-A1F	ELT Installed/Activated	- NO	-N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 2850	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 3	Rated Power	- 240 HP			

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- N/A
Wind Dir/Speed	- 045/005 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Surface	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate	- NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1716	Last 24 Hrs - 3
SE LAND	Months Since - 23	Make/Model- 1614	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- 6
			Rotorcraft - 1614

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN AERIAL APPLICATION FLT, THE PLT BANKED THE HELICOPTER TO FLY AROUND A UTILITY POLE; HOWEVER, THE MAIN ROTOR BLADES CONTACTED THE POLE. THE HELICOPTER THEN DESCENDED, LANDED ON ITS SKIDS & SUSTAINED SUBSTANTIAL DAMAGE. THE PLT STATED THAT THE GUSTY WIND CONDITIONS CONTRIBUTED TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 507

5/21/85

MANTUA, OH

A/C Reg. No. N73219

Time (Lcl) - 2000 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION
1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - GUSTS
3. OBJECT - UTILITY POLE
4. CLEARANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

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. - 538 1/05/85 OKLAHOMA CITY,OK A/C Reg. No. N55PT Time (Lcl) - 1600 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

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

2

4

-----Aircraft Information-----

Make/Model - GATES LEAR JET 25B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 15000
No. of Seats - 10

Eng Make/Model - GE CJ-610-6
Number Engines - 2
Engine Type - TURBOJET
Rated Power - 2950 LBS THRUST

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- 300/004 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
W PALM BEACH,FL
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

SUNDANCE
Runway Ident - 35
Runway Lth/Wid - 5000/ 100
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,ATP
SE LAND,ME LAND

Age - 53
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 18085
Make/Model- 838
Instrument- 2028
Multi-Eng - 14533
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 87

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT-IN-COMMAND (PIC) REPORTED THAT AFTER TOUCHDOWN, THE SPOILERS & BRAKES WERE APPLIED, BUT NO BRAKING ACTION WAS FELT ALTHOUGH PEDDLE PRESSURE WAS EVIDENT. HE STATED THAT BY THE TIME IT WAS CLEAR THAT THE BRAKES WERE INEFFECTIVE, INSUFFICIENT RWY REMAINED TO GO AROUND. HE STATED THAT POWER WAS REDUCED & THE ACFT WENT OFF THE END OF THE RWY. NO SKID MARKS WERE FOUND GOING OFF THE DEPARTURE END. WITNESSES SAID THE ACFT HAD LANDED ABOUT HALF WAY DOWN THE RWY. THEY DID NOT HEAR THE ENGS "RUN UP" UNTIL AFTER THE ACFT WENT OFF THE RWY'S END. AFTER DEPARTING THE RWY, THE ACFT ENCOUNTERED SOFT MUDDY TERRAIN & WAS DAMAGED. NO DISCREPANCIES WERE FOUND DURING AN EXAM OF THE BRAKES, ANTI-SKID, SPOILERS, WING FLAPS EMERG BRAKES & DRAG CHUTE.

Brief of Accident (Continued)

File No. - 538

1/05/85

OKLAHOMA CITY,OK

A/C Reg. No. N55PT

Time (Lcl) - 1600 CST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - EXCEEDED -
4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED -

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - SOFT
7. TERRAIN CONDITION - WET

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 427 2/09/85 HOBART,OK A/C Reg. No. N3818S Time (Lcl) - 2015 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	1	0
Pass	0	0	0	3	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172E
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 360/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
STILLWATER,OK
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

HOBART
Runway Ident - 17
Runway Lth/Wid - 5280/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 48

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 100	Last 24 Hrs -	0
Make/Model-	100	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	30

Instrument Rating(s) - NONE

-----Narrative-----

AT 1515 CST, THE PLT CONTACTED A FSS & WAS ADVISED THAT A FRONT WOULD BE MOVING THRU THE DESTINATION (HOBART) AREA AT ABOUT 2200. WHEN HE DEPARTED STILLWATER AT 1840, THE WIND WAS FROM THE SOUTH. AT 2004, THE PLT CONTACTED ALTUS AFB & WAS ADVISED THAT THE WINDS WERE 210 TO 220 DEGS AT 14 KTS. THINKING THE WINDS AT HOBART WOULD BE SOUTHERLY, HE ELECTED TO LAND ON RWY 17. DURING THE LANDING, HE WAS UNABLE TO STOP ON THE RWY. THE ACFT CONTINUED OFF THE END, HIT A DITCH & NOSED OVER. THE PLT REPORTED THAT AFTER THE ACCIDENT, HE NOTED THE WIND WAS FROM THE NORTH AT 10 GUSTING TO 20 KTS.

Brief of Accident (Continued)

File No. - 427

2/09/85

HOBART,OK

A/C Reg. No. N3818S

Time (Lcl) - 2015 CST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. WEATHER CONDITION - GUSTS
 4. WEATHER CONDITION - TAILWIND
 5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 6. DISTANCE - MISJUDGED - PILOT IN COMMAND
 7. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 8. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

9. TERRAIN CONDITION - DITCH
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 418 2/24/85 ADA,OK A/C Reg. No. N40HB Time (Lcl) - 1340 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - THORPE T-18	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ADA MUNICIPAL
Wind Dir/Speed- 360/006 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - 2000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 2000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT HAD BEEN STORED FOR 8 MONTHS WITH AUTOMOTIVE FUEL IN THE TANK. DURING TAKEOFF, THE ENG LOST POWER. SUBSEQUENTLY, THE PLT LOST CONTROL & THE ACFT IMPACTED THE GROUND AT A 45 DEG ANGLE. AN INVESTIGATION REVEALED THAT SOFTENED TANK SEALANT MATERIAL WAS OBSTRUCTING THE TANK STRAINER SCREEN.

Brief of Accident (Continued)

File No. - 418

2/24/85

ADA,OK

A/C Reg. No. N40HB

Time (Lcl) - 1340 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM,TANK - DETERIORATED
 2. MAINTENANCE - INADEQUATE -
 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 4. FUEL SYSTEM,STRAINER - BLOCKED(TOTAL)
 5. FLUID,FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 7. STALL - INADVERTENT - 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) 1,2,3,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 417 2/25/85 BROKEN BOW,OK A/C Reg. No. N61243 Time (Lcl) - 1230 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150J	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BROKEN BOW
Wind Dir/Speed- 200/008 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 50
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 - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT NOSED OVER SHORT OF THE RWY WHILE THE PLT WAS MAKING AN EMERGENCY LANDING AFTER A REPORTED POWER LOSS. DURING THE LANDING, THE ACFT NOSED OVER & WAS DAMAGED. NO REASON FOR THE POWER LOSS WAS FOUND.

Brief of Accident (Continued)

File No. - 417

2/25/85

BROKEN BOW,OK

A/C Reg. No. N61243

Time (Lc1) - 1230 CST

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 460 4/07/85 YAMHILL, OR A/C Reg. No. N9705E Time (Lcl) - 1505 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

		Injuries			
		Fatal	Serious	Minor	None
Crew		1	0	0	0
Pass		1	0	0	0

-----Aircraft Information-----

Make/Model - BELLANCA 17-31A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3325
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540-K1E5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/009 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 27000 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
VANCOUVER, WA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
GO AROUND

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

FLYING M RANCH
Runway Ident - 26
Runway Lth/Wid - 2130/ 45
Runway Surface - GRAVEL
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 66

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 850	Last 24 Hrs	- 1
Make/Model	- 150	Last 30 Days	- 2
Instrument	- UNK/NR	Last 90 Days	- 4
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED THE ACFT APCH THE AIRSTRIP WITH EXCESSIVE SPEED. TOUCHDOWN ON THE RWY WAS BEYOND THE HALFWAY POINT & THE ACFT BOUNCED BACK INTO THE AIR. POWER WAS APPLIED FOR AN APPARENT GO-AROUND. THE ACFT CLEARED TALL TREES AT THE END OF THE RUNWAY, BUT CONTINUED TO MAINTAIN A NOSE-HIGH ATTITUDE, "SHAKING AND YAWING." THE ACFT THEN FELL OFF ON THE LEFT WING & ROLLED 180 DEGREES TO A VERTICAL ATTITUDE BEFORE GROUND IMPACT. A POST-IMPACT FIRE IMMEDIATELY ENSUED, TOTALLY CONSUMING THE WOOD & FABRIC COMPONENTS OF THE ACFT. AN INVESTIGATION REVEALED THE ELEVATOR TRIM TAB WAS IN THE FULL NOSE-UP POSITION. BELLANCA PERSONNEL REPORTED THAT WITH THE ELEVATOR TRIM IN THAT POSITION & WITH FULL POWER APPLIED, CONTROL FORCES TO REDUCE THE PITCH WOULD BE VERY HIGH & WOULD PROBABLY REQUIRE BOTH HANDS.

Brief of Accident (Continued)

File No. - 460

4/07/85

YAMHILL,OR

A/C Reg. No. N9705E

Time (Lc1) - 1505 PST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - NOT ATTAINED -
5. FLARE - IMPROPER - PILOT IN COMMAND
6. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

7. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
8. ELEVATOR TRIM - IMPROPER USE OF - PILOT IN COMMAND
9. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
10. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
11. STALL/SPIN - UNCONTROLLED -

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 476 4/12/85 PAULINA, OR A/C Reg. No. N4892E Time (Lcl) - 1830 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

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
1
0

-----Aircraft Information-----

Make/Model - CESSNA 185
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OMAK, WA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data

PRIVATE STRIP
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 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 PLT REPORTED THAT ON 4/11/85, THE LEFT TIRE BLEW OUT DURING A LANDING AT OMAK, WA, DAMAGING THE LEFT WHEEL & BRAKING SYS. HE SAID THAT REPAIRS HAD BEEN MADE, BUT THE LEFT BRAKE FELT SPONGY. THE NEXT FLT (ON 4/12/85) WAS TO A PRIVATE AIRSTRIP AT PAULINA, OR. DURING TOUCHDOWN AT PAULINA, THE ACFT VEERED TO THE LEFT & THE PLT HAD TO USE EXCESSIVE RIGHT RIGHT RUDDER. HE SAID THAT THE LEFT BRAKE THEN LOCKED & THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 476

4/12/85

PAULINA,OR

A/C Reg. No. N4892E

Time (Lc1) - 1830 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - LOCKED
 2. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
-

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 486 4/21/85 JOHN DAY,OR A/C Reg. No. N94747 Time (Lcl) - 1230 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
1
0

-----Aircraft Information-----

Make/Model - HELIO H-295
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING GO-480-G1A6
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 295 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 140/005 KTS
Visibility - UNK/NR
Lowest Sky/Clouds -
Lowest Ceiling - OVERCAST
Obstructions to Vision- NONE
Precipitation - DRIZZLE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SANDY,OR
Destination
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE

HELICOPTER

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-----

REPORTEDLY, THE ACFT ENCOUNTERED AIRFRAME ICING CONDITIONS DURING FLT, & SUBSEQUENTLY, MUSHED INTO TREES ON WOODED TERRAIN. ELEVATION OF THE CRASH SITE WAS ABOUT 4500 FT. ABOUT 95 MI WEST AT REDMOND, OR, THE WX WAS IN PART: 800 FT OVERCAST, 3 MI VISIBILITY, WIND FROM 140 DEG AT 5 KTS. THE PLT DID NOT POSSESS A FIXED WING RATING.

Brief of Accident (Continued)

File No. - 486

4/21/85

JOHN DAY,OR

A/C Reg. No. N94747

Time (Lc1) - 1230 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. IMPROPER DECISION, QUALIFICATION - PILOT IN COMMAND
4. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
5. WEATHER CONDITION - LOW CEILING
6. WEATHER CONDITION - RAIN
7. WEATHER CONDITION - ICING CONDITIONS
8. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

Finding(s)

9. WING - ICE
10. WEATHER CONDITION - HIGH DENSITY ALTITUDE
11. TERRAIN CONDITION - HIGH TERRAIN
12. PROPER ALTITUDE - NOT POSSIBLE -
13. OBJECT - TREE(S)

-----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) 1,4,5,6,7,10,11,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 479 5/02/85 BANDON,OR A/C Reg. No. N5543 Time (Lcl) - 1836 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -FERRY	Fire	0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-24-250	Eng Make/Model - LYCOMING O-540-A1A5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	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	FLORENCE,OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BANDON STATE
Wind Dir/Speed- 180/015 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 50
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 6000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 10354
SE LAND,ME LAND,SE SEA	Months Since - 11	Last 24 Hrs - 3
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 750
		Instrument- 809
		Multi-Eng - 1613
		Last 30 Days- UNK/NR
		Last 90 Days- 160
		Rotorcraft - 55

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS FERRYING THE ACFT TO BANDON TO HAVE THE LANDING GEAR REPAIRED. THE FLT WAS MADE WITH THE GEAR SECURED IN THE DOWN POSITION. THE ACFT HAD LOCKING FUEL CAPS & THE PLT DID NOT VISUALLY CHECK THE FUEL LEVEL BEFORE TAKING OFF; INSTEAD, HE RELIED OF THE FUEL GAGES. DURING FLT, THE PLT USED FUEL FROM THE LEFT TANK THEN SWITCH TO THE RIGHT TANK WHICH INDICATED ABOUT 1/2 FULL. A SHORT TIME LATER, AS THE ACFT WAS APPROACHING THE DESTINATION ARPT, THE ENG LOST POWER FROM FUEL EXHAUSTION. SUBSEQUENTLY, THE ACFT WAS DAMAGED DURING AN EMERGENCY LANDING JUST SHORT OF THE RWY.

Brief of Accident (Continued)

File No. - 479

5/02/85

BANDON,OR

A/C Reg. No. N5543

Time (Lcl) - 1836 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - HIGH WIND
4. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
5. FLUID,FUEL - EXHAUSTION
6. FUEL SUPPLY - 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 - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,6

Factor(s) relating to this accident is/are finding(s) 2,3,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 513 2/20/85 JEANNETTE, PA A/C Reg. No. N3912V Time (Lcl) - 1930 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 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/NO
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

BOQUET
Runway Ident - 01
Runway Lth/Wid - 2600/ 40
Runway Surface - ASPHALT
Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 30

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 121	Last 24 Hrs	- 1
Make/Model-	77	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	15

Instrument Rating(s) - NONE

-----Narrative-----

AFTER RETURNING TO THE ARPT, THE PLT MADE A NIGHT LANDING IN LIGHT & VARIABLE WIND CONDITIONS. DURING THE LANDING, THE ACFT DRIFTED LEFT OF THE CENTERLINE, ENCOUNTERED SNOW & ICE, & SUBSEQUENTLY HIT A SNOWBANK & NOSED OVER.

Brief of Accident (Continued)

File No. - 513

2/20/85

JEANNETTE, PA

A/C Reg. No. N3912V

Time (Lcl) - 1930 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

1. LIGHT CONDITION - DARK NIGHT
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - 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) 1,2,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 526 2/21/85 BEAVER FALLS, PA A/C Reg. No. N8318L Time (Lcl) - 1630 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	0	1	0
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - 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 - UNK/NR
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 - 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	BEAVER COUNTY
Wind Dir/Speed- 180/008 KTS	ATC/Airspace	Runway Ident - 10
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4500/ 100
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 1000 FT	Type Apch/Lndg - TRAFFIC PATTERN	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)
STUDENT	Current - N/A	Total - 17
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 17
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON A SUPERVISED SOLO FLT. WHILE LANDING WITH AN 8 KT RGT X-WIND, THE ACFT VEERED LEFT, WENT OFF THE RWY & HIT A 1 FT DEEP SNOWBANK, THEN NOSED OVER. NO PRE-IMPACT PART FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 526

2/21/85

BEAVER FALLS, PA

A/C Reg. No. N8318L

Time (Lc1) - 1630 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - UNCONTROLLED -
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SNOWBANK
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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. - 557 2/21/85 BEAVER FALLS, PA A/C Reg. No. N2317N Time (Lcl) - 1700 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-INSTRUCTIONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	2
Accident Occurred During	-LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - 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 - UNK/NR
Max Gross Wt - 3600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 250/007 KTS</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 6000 FT</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 - VFR</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data NEW CASTLE MUNI</p> <p>Runway Ident - 23</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>COMMERCIAL,CFI</p> <p>ME LAND,SE LAND</p>	<p>Age - UNK/NR</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - UNK/NR</p> <p>Flight Time (Hours)</p> <p>Total - 709</p> <p>Make/Model- 280</p> <p>Instrument- 96</p> <p>Multi-Eng - 37</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 80</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR (CFI) & STUDENT PLT WERE PRACTICING TOUCH-&-GO LANDINGS. DURING AN APCH, THE STUDENT ALLOWED THE AIRSPEED TO GET SLOW. AFTER CORRECTING THE SITUATION, HE ALLOWED THE SPEED TO GET SLOW AGAIN & FLARED HIGH. THE ACFT BEGAN TO DROP & A GO-AROUND WAS INITIATED, BUT TOO LATE TO AVOID HITTING THE RWY. THE ACFT THEN SKIDDED TO THE RIGHT & HIT A SNOWBANK.

Brief of Accident (Continued)

File No. - 557

2/21/85

BEAVER FALLS, PA

A/C Reg. No. N2317N

Time (Lcl) - 1700 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TOUCH-AND-GO LANDING - INITIATED - DUAL STUDENT
 2. FLARE - IMPROPER - DUAL STUDENT
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. GO-AROUND - ATTEMPTED -
 5. DIRECTIONAL CONTROL - NOT MAINTAINED -
 6. GROUND LOOP/SWERVE - UNCONTROLLED -
-

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 454 4/07/85 ACME,PA

A/C Reg. No. N8367J

Time (Lcl) - 1700 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

1

0

0

0

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - CESSNA 150G

Eng Make/Model - CONTINENTAL O-200

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1600

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 100 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 230/006 KTS

Visibility - 1.500 SM

Lowest Sky/Clouds - PART OBS

Lowest Ceiling - 900 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - SNOW

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LEBANON,PA

Destination

COLUMBUS,OH

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND,ME LAND

Age - 27

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - BE-76

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 329

Make/Model- 250

Instrument- 13

Multi-Eng - 9

Last 24 Hrs - UNK/NR

Last 30 Days- 3

Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

AT 1221 EST, THE PLT WAS ADVISED BY A FSS THAT VFR FLT WAS NOT RECOMMENDED DUE TO WIDESPREAD IFR CONDITIONS ALONG THE ROUTE OF FLT & AT THE DESTINATION. THE PLT DEPARTED AT APRX 1430 HRS. AT 1700 HRS, WITNESSES SAW THE ACFT FLYING WESTBOUND AT LOW ALTITUDE IN SNOWSHOWERS, FOG & LOW VISIBILITY. NORMAL ENG SOUNDS WERE HEARD. THE ACFT TURNED LEFT TO A NORTHEAST HEADING WHILE DESCENDING. SHORTLY THEREAFTER, THE ACFT COLLIDED WITH THE GROUND IN A NEAR VERITICAL DESCENT & WAS DESTROYED BY IMPACT. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 454

4/07/85

ACME, PA

A/C Reg. No. N8367J

Time (Lc1) - 1700 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - SNOW
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - LOW CEILING
4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
5. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)

6. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #3 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

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. - 524 3/06/85 KINGSTOWN,RI A/C Reg. No. N111SK Time (Lc1) - 1057 EST

-----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	4
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - AERO COMMANDER 680V	Eng Make/Model - AIRESEARCH TPE 331	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 9400	Engine Type - TURBOPROP	
No. of Seats - 11	Rated Power - 575 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	HARTFORD,CT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CHARLOTTESVILLE,VA	QUONSET
Wind Dir/Speed- 010/015 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8000/ 200
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - MACADAM
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 - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - YES	Total - 6466
SE LAND,ME LAND,SE SEA	Months Since - 1	Make/Model- 135
	Aircraft Type - UNK/NR	Instrument- 870
		Multi-Eng - 5996
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 70

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EN ROUTE AT 12,500 FT, THE PLT NOTED A SLIGHT SHUDDER & HEARD A "WIND NOISE" THEN THE GEAR UNSAFE LIGHT ILLUMINATED. THE PLT SLOWED THE ACFT TO 135 KTS & TRIED RECYCLING THE GEAR, BUT THE GEAR ONLY DROPPED TO THE POINT WHERE IT WOULD TWIST. ALL ATTEMPTS TO LOWER THE GEAR WERE TO NO AVAIL. THE PLT THEN FLEW TO KINGSTOWN & LANDED WITH THE GEAR UP. AN EXAM REVEALED THAT A HYDRAULIC LINE, PN 6790244-227, HAD FAILED.

Brief of Accident (Continued)

File No. - 524

3/06/85

KINGSTOWN, RI

A/C Reg. No. N111SK

Time (Lc1) - 1057 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. HYDRAULIC SYSTEM, LINE - FAILURE, TOTAL
 2. LANDING GEAR - INOPERATIVE
 3. GEAR DOWN AND LOCKED - NOT POSSIBLE -
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
 5. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Brief of Accident

File No. - 580 5/31/85 COLUMBIA, SC A/C Reg. No. N5221F Time (Lcl) - 1131 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					

-----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 - 2500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - MILITARY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	HAMPTON, VA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	COLUMBIA METRO
Wind Dir/Speed- 250/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 4.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1700 FT SCATTERED	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - UNK/NR	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 - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2242
SE LAND, ME LAND	Months Since - 2	Make/Model- 83
GLIDER	Aircraft Type - UNK/NR	Instrument- 16
		Multi-Eng - 880
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 70

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING A DESCENT TO 2100 FT, INTERMEDIATE LEVEL OFFS WERE MADE AT 5000, 4000, & 3000 FT. HE STATED THAT AT 2200 FT, CARB HEAT WAS REMOVED & POWER WAS APPLIED FOR THE LEVEL OFF. HOWEVER, WHEN THE THROTTLE WAS ADVANCED, THE ENG BEGAN RUNNING ROUGH & WOULD NOT SUSTAIN LEVEL FLT. THE PLT STATED THAT ALL COMBINATIONS OF POWER & CARB HEAT WERE TRIED, BUT PROVIDED NO CHANGE. THE POWER LOSS OCCURRED OVER A DENSE FOREST, SO THE PLT ELECTED TO MAKE A FORCED LANDING IN A LAKE. THE ACFT SANK IN 14 FT OF WATER. IT WAS RECOVERED, BUT NO PREIMPACT PART FAILURE OR MALFUNCTION WAS VERIFIED. THE CARB HEAT CABLE WAS LOOSE, BUT THERE WAS IMPACT DAMAGE IN THAT AREA. THE TEMP & DEW POINT WERE 74 & 68 DEGS RESPECTIVELY. ACCORDING TO ICING PROBABILITY CHARTS, CARB ICING WOULD HAVE BEEN POSSIBLE IF THE CARB HEAT HAD NOT BEEN USED OR HAD NOT FUNCTIONED.

Brief of Accident (Continued)

File No. - 580

5/31/85

COLUMBIA, SC

A/C Reg. No. N5221F

Time (Lc1) - 1131 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation DESCENT - NORMAL

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
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. - 411 7/01/85 PLATTE,SD A/C Reg. No. N6674K Time (Lcl) - 1545 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage SUBSTANTIAL		Injuries	
Type of Operation	-PERSONAL	Fire	Crew	Fatal	Serious
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0
Accident Occurred During	-MANEUVERING			0	0
				Minor	None
				0	1
				0	0

-----Aircraft Information-----

Make/Model	- GRUMMAN G-164	Eng Make/Model	- WRIGHT R-1820	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 6075	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- UNK/NR		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	PLATTE
Wind Dir/Speed	- 230/006 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- 13
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 3550
Lowest Ceiling	- NONE	Type Apch/Lndg	- GRASS/TURF
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 6500	Last 24 Hrs - 4
SE LAND,ME LAND	Months Since - 7	Make/Model - 874	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 48	Last 90 Days - 198
		Multi-Eng - 265	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE THE PLT WAS SPRAYING A FIELD, THE LANDING GEAR OF THE ACFT STRUCK THE CENTER PIVOT OF AN IRRIGATION STRUCTURE. LATER, WHEN THE ACFT WAS LANDED, THE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 411

7/01/85

PLATTE, SD

A/C Reg. No. N6674K

Time (Lc1) - 1545 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. CLEARANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

2. LANDING GEAR, MAIN GEAR - OVERLOAD

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

Brief of Accident

File No. - 439 3/03/85 KNOXVILLE, TN A/C Reg. No. N2013K Time (Lcl) - 1700 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	1	0
Pass	0	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - MANEUVERING

Fire
NONE

-----Aircraft Information-----

Make/Model - BEECH C23
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4K
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- 120/006 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 25000 FT THIN OVC

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

ON AIRPORT

Airport Data

KNOXVILLE DOWNTOWN

Runway Ident - 08

Runway Lth/Wid - 3500/ 75

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 26

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 67

Make/Model- 13

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 0

Last 30 Days- 0

Last 90 Days- 0

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD NOT FLOWN FOR OVER 90 DAYS & WAS PRACTICING LANDINGS BEFORE FLYING WITH PASSENGERS. WHILE CLIMBING FROM A TOUCH-&-GO LANDING, THE ENG LOST POWER AT ABOUT 250 TO 300 FT AGL. THE PLT SAW ONLY A RIVER AHEAD, SO HE ATTEMPTED TO TURN & LAND ON THE ARPT. HE STATED THAT HE DROPPED THE NOSE TO MAINTAIN AIRSPEED, BUT WAS UNABLE TO KEEP FROM HITTING TREES. THE ACFT WAS DESTROYED BY IMPACT WITH THE TREES & GROUND. THE FUEL SELECTOR WAS FOUND POSITIONED HALF WAY BETWEEN THE LEFT & RIGHT POSITIONS. NO FUEL WAS FOUND IN THE FUEL STRAINER OR FUEL LINES FORWARD OF THE FIREWALL. WHEN THE FUEL SELECTOR WAS MOVED TO EITHER THE LEFT OR RIGHT POSITIONS, FUEL FLOWED FREELY, BUT NO FUEL WOULD FLOW IN THE INTER-MEDIATE POSITION. THE INVESTIGATOR NOTED THAT WHEN THE FLAPS WERE SELECTED, THE FUEL SELECTOR COULD EASILY BE BUMPED. ALSO, THE DETENTS ON THE SELECTOR WERE WEAK & THE SELECTOR COULD EASILY BE MOVED. AD 85-05-02, AMENDMENT 39-5912, WAS NOT COMPLIED WITH; HOWEVER, IF SO, IT WOULD NOT HAVE PREVENTED THIS PROBLEM.

Brief of Accident (Continued)

File No. - 439

3/03/85

KNOXVILLE, TN

A/C Reg. No. N2013K

Time (Lc1) - 1700 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, SELECTOR VALVE - OTHER
2. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN - MANUFACTURER
3. FLUID, FUEL - STARVATION
4. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

7. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

8. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,7

Factor(s) relating to this accident is/are finding(s) 1,2,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 530 4/28/85 TULLAHOMA, TN A/C Reg. No. N6015H Time (Lc1) - 1415 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	1	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During	-CRUISE						

-----Aircraft Information-----

Make/Model	- PIPER J3C-65	Eng Make/Model	- CONTINENTAL A-65	ELT Installed/Activated	- UNK/NR
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-----

<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- 290/002 KTS</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - 1800 FT</p> <p>Lowest Ceiling - 1800 FT BROKEN</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="text-align: center;">TULLAHOMA, TN</p> <p>Destination</p> <p style="text-align: center;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="text-align: center;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>SOESBE-MARTIN</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 530
SE LAND	Months Since - 50	Make/Model- 103
	Aircraft Type - C-150	Instrument- 3
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 1
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS GIVING A 15 YR OLD PASSENGER A LOCAL AREA FLT. WHILE IN LEVEL FLT AT ABOUT 200 FT AGL, THE ACFT HIT AN UNMARKED/GUYED ANTENNA TOWER & CRASHED. THE PLT REPORTED THAT HE DID NOT SEE THE TOWER. ALTHOUGH THE TOWER HAD BEEN THERE FOR MANY YEARS, IT WAS NOT PAINTED OR LIGHTED IAW THE RECOMMENDATIONS CONTAINED IN FAA ADVISORY CIRCULAR AC 70/7460-1F. ALSO, IT WAS NOT MARKED ON THE AERONAUTICAL CHARTS.

Brief of Accident (Continued)

File No. - 530

4/28/85

TULLAHOMA, TN

A/C Reg. No. N6015H

Time (Lc1) - 1415 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 2. OBJECT - ELECT TOWER
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 537 1/09/85 HOUSTON, TX A/C Reg. No. N73849 Time (Lcl) - 1730 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -TEST FLIGHT
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire
ON GROUND

Crew
Pass

Fatal
0
0

Injuries

Serious
0
0

Minor
1
0

None
0
0

-----Aircraft Information-----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 120/013 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - 3500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point
SAME AS ACC/INC

Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - 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

Age - 33

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 488

Make/Model- 241

Instrument- 84

Multi-Eng - 15

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 36

Instrument Rating(s) - AIRPLANE

-----Narrative-----

INITIALLY, AFTER A TOP OVERHAUL, THE ENG WOULD NOT RUN. THE MECHANIC REMOVED THE CARBURETOR & FOUND A PIECE OF SILICON. AFTER REINSTALLING THE CARBURETOR, THE ENG OPERATED NORMALLY. THE PLT THEN TOOK OFF ON A MAINTENANCE TEST FLT. AS HE BEGAN A DESCENT BACK TOWARD THE ARPT, THE ENG STOPPED RUNNING & WOULD NOT RESTART, EXCEPT IT RESTARTED MOMENTARILY WHEN HE OPERATED THE PRIMER. DURING AN EMERGENCY LANDING, THE ACFT HIT A RICE FIELD LEVEE & NOSED OVER. AN EXAM REVEALED THAT THE FUEL LINE HAD BECOME DISCONNECTED FROM THE CARBURETOR AT A THREADED FITTING. A LABORATORY EXAM OF THE THREADED FITTING REVEALED A LACK OF SMEARING OR SCRATCHING THAT WOULD HAVE BEEN PRESENT IF THE FITTING HAD BEEN PROPERLY TORQUED.

Brief of Accident (Continued)

File No. - 537

1/09/85

HOUSTON, TX

A/C Reg. No. N73849

Time (Lcl) - 1730 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation DESCENT - NORMAL

Finding(s)

1. FUEL SYSTEM, LINE - UNDERTORQUED
 2. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
 3. FUEL SYSTEM, LINE - LOOSE
 4. FUEL SYSTEM, LINE - DISCONNECTED
 5. FLUID, FUEL - STARVATION
-

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 - DIRT BANK
-

Occurrence #4 NOSE OVER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 536 1/14/85 AMARILLO, TX A/C Reg. No. N6735T Time (Lcl) - 1730 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During -LANDING			0	0	0	0	

-----Aircraft Information-----

Make/Model - BEECH V35B	Eng Make/Model - CONTINENTAL IO-520-BB	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PAMPA, TX	TRADEWIND
Wind Dir/Speed- 350/005 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5100/ 55
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE	PRECAUTIONARY LANDIN	
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 540
SE LAND	Months Since - 20	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 320
		Instrument- 50
		Last 30 Days- UNK/NR
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF, THE CABIN DOOR OPENED & THE PLT ELECTED TO RETURN FOR A LANDING. HE REPORTED THAT HE WAS DISTRACTED BY WIND NOISE & "NERVOUSNESS" AND FAILED TO ASSURE THAT THE GEAR WAS EXTENDED. AS HE FLARED, THE PROPELLER CONTACTED THE RWY. THE PLT ADDED POWER IN AN ATTEMPT TO CLIMB & EXTEND THE GEAR; HOWEVER, IT ONLY PARTIALLY EXTENDED & THE ACFT SETTLED BACK TO THE RWY BEFORE THE GEAR COULD FULLY EXTEND & LOCK IN THE DOWN POSITION.

Brief of Accident (Continued)

File No. - 536

1/14/85

AMARILLO, TX

A/C Reg. No. N6735T

Time (Lc1) - 1730 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. DOOR, EXTERIOR CREW - OPEN
 2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 3. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
 5. IMPROPER USE OF PROCEDURE, ANXIETY/APPREHENSION - PILOT IN COMMAND
 6. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
 7. GEAR EXTENSION - INITIATED - PILOT IN COMMAND
 8. GEAR DOWN AND LOCKED - NOT ATTAINED -
-

-----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) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 535 1/19/85 ADDISON, TX A/C Reg. No. N96DD Time (Lcl) - 1920 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-23-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4800
No. of Seats - 6

Eng Make/Model - LYCOMING O-540-A1D5
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/030 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
ADDISON, TX
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

DALLAS AIR PARK
Runway Ident - 34
Runway Lth/Wid - 3000/ 30
Runway Surface - ASPHALT
Runway Status - DRY

PRECAUTIONARY LANDIN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, ME LAND

Age - 55

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT ON TOUCHDOWN, THE ACFT VEERED LEFT & WENT OFF THE EDGE OF THE 30' WIDE RWY. THE NOSE GEAR THEN COLLAPSED IN SOFT TERRAIN BEFORE THE PLT COULD GET THE ACFT BACK ON THE RWY SURFACE. AT 1900 CST, THE WIND WAS FROM 360 DEG AT 30 GUSTING 40 KTS.

Brief of Accident (Continued)

File No. - 535

1/19/85

ADDISON, TX

A/C Reg. No. N96DD

Time (Lc1) - 1920 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - CROSSWIND
4. WEATHER CONDITION - GUSTS
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

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) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 534 1/24/85 DALLAS, TX A/C Reg. No. N600P Time (Lcl) - 2105 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -BUSINESS	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During -TAKEOFF			0	0	0	0

-----Aircraft Information-----

Make/Model - SWEARINGEN SA26-T	Eng Make/Model - P&W PT6A-28	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 10062	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TEMPLE, TX	LOVE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 31R
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 7751/ 150
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

PRECAUTIONARY LANDIN

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6224
SE LAND, ME LAND	Months Since - 7	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 381
		Last 30 Days- UNK/NR
		Instrument- 623
		Last 90 Days- 67
		Multi-Eng - 3508

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LANDING GEAR RETRACTED DURING THE TAKEOFF ROLL & THE ACFT DROPPED TO THE RWY SURFACE & SLID TO A STOP. NO OBVIOUS REASON FOR THE UNWANTED RETRACTION WAS NOTED BY FAA MAINTENANCE PERSONNEL WHO DID A POST ACCIDENT EXAM OF THE ACFT. THE GEAR SELECTOR HANDLE WAS FOUND IN THE "GEAR EXTENDED" POSITION. AN EXAM REVEALED THE GEAR HANDLE COULD EASILY BE MOVED THRU ITS FULL RANGE OF TRAVEL EVEN THOUGH IT WAS MOVED THRU A DENTENT. ALSO, THE PLT'S SEAT ARM WOULD LIGHTLY TOUCH THE GEAR SELECTOR HANDLE WHEN THE SEAT WAS FULL FOWARD.

Brief of Accident (Continued)

File No. - 534

1/24/85

DALLAS, TX

A/C Reg. No. N600P

Time (Lcl) - 2105 CST

Occurrence GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR - UNDETERMINED
2. LANDING GEAR, GEAR LEVER - LOOSE
3. LANDING GEAR, GEAR LEVER - CLEARANCE
4. FUSELAGE, SEAT - CLEARANCE

----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. - 533 1/27/85 LEAGUE CITY, TX A/C Reg. No. N82048 Time (Lcl) - 0030 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - UNAUTHORIZED	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	HOUSTON GULF
Wind Dir/Speed- 100/004 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 60
Lowest Sky/Clouds - 1600 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 1600 FT OVERCAST	Type Apch/Lndg - SIMULATED FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 18	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 98
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 4
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A DITCH ABOUT 75 YARDS SHORT OF RWY 13 DURING A PRACTICE NIGHT FORCED LANDING. THE PVT PLT, AN EMPLOYEE OF THE FBO OPERATOR, HAD TAKEN THE ACFT WITHOUT PERMISSION AND HAD BEEN FLYING FOR APPROX 1.7 HRS WHEN THE ACCIDENT OCCURRED. THE 18 YR OLD PILOT TOLD POLICE OFFICERS AND THE OPERATOR THAT HE WAS PRACTICING FORCED LANDINGS, DURING WHICH, HE WOULD TURN OFF THE MAGS AND EXECUTE THE FORCED LANDING, TO THE END OF THE RUNWAY. HE REPORTED THAT THE PROP STOPPED TURNING ON A SHORT FINAL APCH AND THE ACFT STRUCK THE GROUND SHORT OF THE RWY WHILE HE WAS ATTEMPTING TO RESTART THE ENG.

Brief of Accident (Continued)

File No. - 533

1/27/85

LEAGUE CITY, TX

A/C Reg. No. N82048

Time (Lcl) - 0030 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. LIGHT CONDITION - DARK NIGHT
5. PRECAUTIONARY LANDING - SIMULATED - PILOT IN COMMAND
6. UNSAFE/HAZARDOUS CONDITION - INTENTIONAL - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH

Occurrence #3 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

7. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
8. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #4 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

9. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6,7,8

Factor(s) relating to this accident is/are finding(s) 3,4,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 424 2/01/85 STOCKDALE, TX A/C Reg. No. N8418V Time (Lc1) - 1415 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - POSITIONING	Fire	0	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	ON GROUND	0	0	0	1
Accident Occurred During - LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model - ROCKWELL INTERNATIONAL S-2R (THREng	Make/Model - WRIGHT R-1300	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 7000	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	OFF AIRPORT/STRIP
Method - N/A	SAN ANGELO, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SEGUIN, TX	Runway Ident - N/A
Wind Dir/Speed- 350/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 2000 FT BROKEN	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 10134
SE LAND, ME LAND	Months Since - 3	Make/Model - 2
	Aircraft Type - UNK/NR	Instrument - 460
		Multi-Eng - 4250
		Last 24 Hrs - 2
		Last 30 Days - UNK/NR
		Last 90 Days - 261
		Rotorcraft - 4

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FLT, THE ENG BEGAN MISSING, SO THE PLT APPLIED CARB HEAT, BUT THIS DID NOT HELP. HE NOTED A TRACE OF ICE ON THE UPPER PART OF THE WINDSHIELD & DECIDED TO LAND BEFORE THE ENG POWER DETERIORATED FURTHER. WHILE LANDING IN A PASTURE, THE ACFT HIT SOFT SAND, WENT OVER ON ITS NOSE, BEGAN BURNING & WAS DESTROYED. NO REASON WAS FOUND FOR THE PARTIAL LOSS OF POWER.

Brief of Accident (Continued)

File No. - 424

2/01/85

STOCKDALE, TX

A/C Reg. No. N8418V

Time (Lc1) - 1415 CST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. TERRAIN CONDITION - SOFT
4. TERRAIN CONDITION - LOOSE GRAVEL/SANDY

Occurrence #3 NOSE DOWN
Phase of Operation LANDING - ROLL

Occurrence #4 FIRE
Phase of Operation STANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 426 2/02/85 CORSICANA, TX A/C Reg. No. N68422 Time (Lc1) - 1645 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - TAKEOFF					

-----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 - 108 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ARLINGTON, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CORSICANA
Wind Dir/Speed- 030/004 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - ICE COVERED
Obstructions to Vision- NONE		SNOW - WET
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 - 41
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 41
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 30
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON A X-COUNTRY FLT WITH INTERMEDIATE STOPS AT CORSICANA & TERRELL, TX. AT CORSICANA, HE INITIATED A TOUCH & GO LANDING ON A PARTIALLY ICE COVERED RWY. AFTER HE APPLIED POWER TO TAKEOFF, THE ACFT BEGAN TO SWERVE. THE STUDENT STATED THAT THE LEFT WHEEL CAUGHT A SNOWBANK WHICH PULLED HIM TO THE LEFT & THAT HE HAD FAILED TO USE ENOUGH RUDDER TO CORRECT THE SITUATION. AFTER DEPARTING THE RWY, THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 426

2/02/85

CORSICANA, TX

A/C Reg. No. N68422

Time (Lc1) - 1645 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
2. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
3. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
4. GO-AROUND - INITIATED - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)

8. TERRAIN CONDITION - SNOW COVERED
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) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 425 2/04/85 SABINE PASS, TX A/C Reg. No. N5796A Time (Lcl) - 0853 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew 0
NONE Pass 0

-----Aircraft Information-----

Make/Model - AEROSPATIALE AS 355F-1
Landing Gear - SKID
Max Gross Wt - 4200
No. of Seats - 7

Eng Make/Model - ALLISON 250-C20F
Number Engines - 2
Engine Type - TURBOSHAFT
Rated Power - 420 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - COMPANY
Method - IN PERSON
Completeness - WEATHER NOT PERTINENT
Basic Weather - IMC
Wind Dir/Speed- 060/013 KTS
Visibility - 1.500 SM
Lowest Sky/Clouds -
Lowest Ceiling - 800 FT BROKEN
Obstructions to Vision- FOG
Precipitation - RAIN
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 - COMPANY (VFR)
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL

HELICOPTER

Age - 38
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	2554	Last 24 Hrs	-	10
Make/Model-	496		Last 30 Days-	UNK/NR	
Instrument-	125		Last 90 Days-	170	
			Rotorcraft	-	2554

Instrument Rating(s) - HELICOPTER

-----Narrative-----

WHILE EN ROUTE AT AN ALT OF 500 TO 700 FT, THE #1 ENG SPOOLED DOWN. THE PLT SECURED THE #1 ENG & TURNED BACK TOWARD THE HELIPORT TO MAKE A SINGLE ENG LANDING. HOWEVER, HE COULD NOT MAINTAIN LEVEL FLT & THE ROTOR RPM BEGAN DROPPING. THE PLT NOTED THAT THE #2 ENG HAD HI TEMP (ABOVE 900 DEGS) & LOW TORQUE. SUBSEQUENTLY, HE INFLATED THE POPOUT FLOATS & MADE A PARTIAL POWER LANDING IN A MARSH. DUE TO LOW ROTOR RPM, THE HELICOPTER TOUCHED DOWN HARD & WAS DAMAGED. THE #1 ENG WAS REMOVED & CHECKED IN A TEST CELL & IT OPERATED NORMALLY. THE #2 ENG WAS DAMAGED; HOWEVER, IT'S FUEL MANAGEMENT SYS CHECKED NORMAL. THE ACFT WAS BEING FLOWN IN RAIN SHOWERS WITHOUT USING THE ENG ANTI-ICE. OPERATOR PERSONNEL SUSPECTED THAT INLET ICING CAUSED THE #1 ENG TO FLAME OUT & THE #2 ENG TO LOSE PARTIAL POWER. A WITNESS ESTIMATED THE SURFACE AIR TEMP WAS 33 DEGS.

Brief of Accident (Continued)

File No. - 425

2/04/85

SABINE PASS, TX

A/C Reg. No. N5796A

Time (Lcl) - 0853 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - RAIN
3. WEATHER CONDITION - ICING CONDITIONS
4. ANTI-ICE/DE-ICE SYSTEM - NOT USED - PILOT IN COMMAND
5. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

6. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - ICE

Occurrence #3 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. TERRAIN CONDITION - ROUGH/UNEVEN
9. TERRAIN CONDITION - WET

----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) 2,3,4,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 428 2/08/85 MCCOY, TX A/C Reg. No. N79043 Time (Lcl) - 1530 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	1	1	0

-----Aircraft Information-----

Make/Model - CESSNA 172K
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 170/010 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 3500 FT
Lowest Ceiling - 3500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MCCOY, TX
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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 - 44
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED
Flight Time (Hours)
Total - 1294
Make/Model- 635
Instrument- 8
Multi-Eng - 7

Last 24 Hrs - 2
Last 30 Days- 2
Last 90 Days- 58

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE HAD DEPARTED THE GALA RANCH STRIP & WAS FLYING AT APRX 100 FT AGL TO SHOW HIS PASSENGERS THEIR RANCH PROPERTY. WHILE IN SLOW FLIGHT WITH THE FLAPS DEPLOYED, THE PLT ENTERED A DOWNWIND SKIDDING LEFT TURN. THE ACFT SUBSEQUENTLY STALLED & IMPACTED THE GROUND IN A LEFT WING LOW, NOSE LOW ATTITUDE.

Brief of Accident (Continued)

File No. - 428

2/08/85

MCCOY, TX

A/C Reg. No. N79043

Time (Lc1) - 1530 CST

Occurrence #1 LOSS OF CONTROL -- IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 415 2/17/85 AUSTIN, TX A/C Reg. No. N2916R Time (Lcl) - 1656 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

	Fatal	Serious	Minor	None
Injuries	0	0	0	1
	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 310G
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4990
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-D
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/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- 140/007 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 3200 FT SCATTERED

Lowest Ceiling - 4500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ROCKWALL, TX

Destination

SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

ROBERT MUELLER

Runway Ident - 17R

Runway Lth/Wid - 5006/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - STRAIGHT-IN

FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Age - 43

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1309

Make/Model- 380

Instrument- 214

Multi-Eng - 484

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 43

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF, THE PLT HEARD A LOUD NOISE AS THE GEAR WAS RETRACTED. HE CONTINUED TO THE DESTINATION, BUT WHEN HE ARRIVED, HE WAS UNABLE TO GET A SAFE NOSE GEAR INDICATION. DURING THE LANDING, THE PLT DELAYED LOWERING THE NOSE & KEPT THE WEIGHT ON THE MAIN GEAR AS LONG AS POSSIBLE, BUT THE NOSE SUBSEQUENTLY COLLAPSED. AN EXAM REVEALED THAT THE NOSE GEAR DOOR ACTUATING RODS HAD BEEN DISCONNECTED DURING MAINTENANCE ON THE PREVIOUS DAY & HAD NOT BEEN RECONNECTED.

Brief of Accident (Continued)

File No. - 415

2/17/85

AUSTIN, TX

A/C Reg. No. N2916R

Time (Lcl) - 1656 CST

Occurrence NOSE GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - DISCONNECTED
 2. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
 3. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE -
-

-----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. - 416

2/23/85

BOERNE, TX

A/C Reg. No. N47665

Time (Lcl) - 1810 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	1

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 - TAYLORCRAFT BC12-65

Eng Make/Model - CONTINENTAL A-75-8

ELT Installed/Activated - YES-UNK/NR

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 1200

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 75 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 260/005 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 10000 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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SABINA

Runway Ident - 36

Runway Lth/Wid - 2300/ 50

Runway Surface - GRASS/TURF

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND, ME LAND

Age - 40

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 10161

Make/Model- 15

Instrument- 717

Multi-Eng - 6088

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 96

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT AS HE WAS RETURNING TO THE ARPT FROM A LOCAL FLT, HE MADE A DESCENDING TURN FROM 2500 FT MSL TO LOSE ALT, HE APPLIED CARB HEAT BEFORE RETARDING THE THROTTLE & CLEARED THE ENG AFTER ABOUT 180 DEG OF TURN. AFTER ABOUT ANOTHER 180 DEG OF TURN, HE ADVANCED THE THROTTLE, BUT GOT NO RESPONSE FROM THE ENG. THE PLT WAS UNABLE TO GLIDE TO THE RWY, SO HE LANDED IN AN OPEN AREA. HE WAS UNABLE TO STOP THE ACFT BEFORE COLLIDING WITH TWO TREES. AN INVESTIGATION REVEALED THAT THE ACFT HAD BEEN RESTORED & HAD ACCUMULATED AN ADDITIONAL 18 HRS OF FLT TIME. THE ORIGINAL FUEL TANK CAPS HAD BEEN REPLACED WITH NEW, UNVENTED CAPS.

Brief of Accident (Continued)

File No. - 416

2/23/85

BOERNE, TX

A/C Reg. No. N47665

Time (Lcl) - 1810 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. FUEL SYSTEM,CAP - IMPROPER
 2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE -
 3. FUEL SYSTEM,VENT - INADEQUATE
 4. FLUID,FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 419 3/05/85 LOCKHART, TX A/C Reg. No. N4679B Time (Lcl) - 1330 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA 180	Eng Make/Model	- CONTINENTAL O-470-J	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	- 230 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</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 SAN MARCOS, TX</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 - STRAIGHT-IN</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>PRIVATE STRIP</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 2000</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----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 - 2500
SE LAND	Months Since - 17	Make/Model- 1500
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS PRACTICING SHORT FIELD LANDINGS AT A PRIVATE LANDING STRIP, GOT TOO LOW ON THE APPROACH & SNAGGED HIS HORIZONTAL STABILIZER ON A TREE STUMP ABOUT 10 FEET ABOVE GROUND LEVEL.

Brief of Accident (Continued)

File No. - 419

3/05/85

LOCKHART, TX

A/C Reg. No. N4679B

Time (Lc1) - 1330 CST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
 1. DISTANCE - MISJUDGED - PILOT IN COMMAND
 2. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
 3. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 420 3/06/85 KOSSE, TX A/C Reg. No. N5526H Time (Lcl) - 1710 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/012 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
MEXIA, TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 36
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 487
Make/Model- 53
Instrument- 62
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 17

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A RETURN FLT FROM MCKINNEY TO COLLEGE STATION, TX, THE ENG LOST POWER & THE PLT MADE A FORCED LANDING ON A ROAD NEAR KOSSE, TX. ON THE LANDING ROLL, THE ENG BEGAN RUNNING AGAIN. AFTER STOPPING, THE PLT ELECTED TO "CHECK IT OUT." HE ESTIMATED 5 GALS OF FUEL WAS REMAINING IN EACH TANK. HE THEN ADDED 4 GALS MORE TO EACH TANK & OPERATED THE ENG AT VARIOUS POWER SETTINGS FOR 30 MINS & NO DISCREPANCIES WERE NOTED, SO HE ELECTED TO FLY TO MEXIA. DURING TAKEOFF AT APRX 40 FT AGL, THE ENG LOST POWER AGAIN. THE ACFT THEN STALLED, HIT THE GROUND LEFT WING FIRST & NOSED FORWARD. NO REASON FOR THE LOSS OF POWER WAS FOUND.

Brief of Accident (Continued)

File No. - 420

3/06/85

KOSSE, TX

A/C Reg. No. N5526H

Time (Lc1) - 1710 CST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 560 3/10/85 PHARR, TX

A/C Reg. No. N352B

Time (Lcl) - 0610 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew	0	0	0	0
Pass	0	0	0	0

Type of Operation - TEST FLT
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - BEECH E18S
Landing Gear - TAILWHEEL-ALL RETRACTABLE
Max Gross Wt - 9300
No. of Seats - 10

Eng Make/Model - P&W R-985
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 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 - IMC

Wind Dir/Speed- 100/004 KTS

Visibility - 2.000 SM

Lowest Sky/Clouds -

Lowest Ceiling - 500 FT OBSCURED

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MCALLEN, TX

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - SPECIAL VFR

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT TOOK OFF AT ABOUT 0600 CST ON A LOCAL TEST FLT FOLLOWING AN ENG CHANGE. HE RECEIVED A SPECIAL VFR CLEARANCE FROM THE CONTROL TOWER, BUT DID NOT OBTAIN AN IFR CLEARANCE. AT 0605, THE WX AT MCALLEN, TX WAS IN PART: 500 FT OBSCURED, VISIBILITY 2 MI, WIND FROM 100 DEGS AT 4 KTS. WHILE IN FLT, AN ENG LOST POWER & THE PROP WOULD NOT FEATHER. SUBSEQUENTLY, THE ACFT WAS LANDED IN A SOFT PLOWED FIELD & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 560

3/10/85

PHARR, TX

A/C Reg. No. N352B

Time (Lcl) - 0610 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
 2. WEATHER CONDITION - LOW CEILING
 3. WEATHER CONDITION - FOG
 4. WEATHER CONDITION - OBSCURATION
 5. MISCELLANEOUS - UNDETERMINED
 6. PROPELLER SYSTEM/ACCESSORIES, FEATHERING SYSTEM - FAILURE, TOTAL
 7. PROPELLER FEATHERING - NOT POSSIBLE -
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

8. TERRAIN CONDITION - OPEN FIELD
 9. TERRAIN CONDITION - SOFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 421 3/25/85 EAGLE LAKE, TX A/C Reg. No. N23L Time (Lcl) - UNK/NR

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation - OTHER	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under - 14 CFR 91	ON GROUND	Pass	0	0	0	1
Accident Occurred During - LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-31	Eng Make/Model - LYCOMING TIO-540-A1A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	UNK/NR	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - UNK/NR	UNK/NR	PRIVATE STRIP
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - UNK/NR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - UNK/NR	Type Apch/Lndg - UNK/NR	Runway Status - UNK/NR
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - UNK/NR		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
UNK/NR	Current - UNK/NR	Total - UNK/NR
	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

ON OR ABOUT 3/25/85, THE ACFT WAS LANDED ON A SHORT PRIVATE STRIP. DURING THE LANDING, IT OVERRAN THE STRIP, THEN COLLIDED WITH A DIRT BANK & A TREE. THE PLT ABANDONED THE ACFT. NEITHER HE NOR THE NEW OWNER COULD BE FOUND. THERE WAS EVIDENCE THAT THE ACFT HAD BEEN SET AFIRE AFTER THE ACCIDENT. THE ACFT BORE A REGISTRATION OF N23LX, BUT THE ACFT DATA PLATE & FAA RECORDS SHOWED THAT A REGISTRATION OF N23L SHOULD HAVE BEEN DISPLAYED. DURING A SEEMINGLY UNRELATED ARREST, POLICE FOUND THE RECORDS OF N23L IN ANOTHER ACFT THAT WAS LOADED WITH 1500 LBS OF MARIJUANA. THE PLT WAS PRESUMED TO HAVE HAD NO INJURIES.

Brief of Accident (Continued)

File No. - 421

3/25/85

EAGLE LAKE, TX

A/C Reg. No. N23L

Time (Lcl) - UNK/NR

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. AIRSPEED - MISJUDGED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DIRT BANK

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 568 4/03/85 WEST JORDAN,UT A/C Reg. No. N66952 Time (Lcl) - 1830 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - 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 - 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	SALT LAKE CITY MUNICIPAL
Wind Dir/Speed- 350/007 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5700/ 100
Lowest Sky/Clouds - 17000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - 18
	Months Since - N/A	Make/Model- 18
	Aircraft Type - N/A	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 STUDENT PLT WAS ON HIS 1ST SOLO FLT. HIS INSTRUCTOR PLT REPORTED THAT THE STUDENT MADE A HIGH & FAST APCH. THE ACFT TOUCHED DOWN ON ITS MAIN GEAR, BOUNCED, THEN CAME DOWN ON THE NOSE GEAR WHICH COLLAPSED. AFTER THE NOSE GEAR COLLAPSED, THE ACFT SKIDDED OFF THE RWY. NEITHER THE STUDENT NOR HIS INSTRUCTOR WERE PROPERLY CERTIFIED. NEITHER HAD A CURRENT MEDICAL CERTIFICATE.

Brief of Accident (Continued)

File No. - 568

4/03/85

WEST JORDAN, UT

A/C Reg. No. N66952

Time (Lcl) - 1830 MST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROCEDURES/DIRECTIVES - IMPROPER - FLIGHT INSTRUCTOR(ON GROUND)
 2. IMPROPER USE OF PROCEDURE, QUALIFICATION - FLIGHT INSTRUCTOR(ON GROUND)
 3. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND
 5. LIGHT CONDITION - DUSK
 6. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
 7. FLARE - IMPROPER - PILOT IN COMMAND
 8. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

9. LANDING GEAR, NOSE GEAR - OVERLOAD
-

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING

Finding(s)

10. DIRECTIONAL CONTROL - NOT POSSIBLE -
 11. GROUND LOOP/SWERVE - UNCONTROLLED -
-

-----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) 2,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 406 5/27/85 BLUFF, UT A/C Reg. No. N3561G Time (Lcl) - 1830 MDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-SHENK AVIATION	DESTROYED		Fatal		Injuries	
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	Serious	Minor
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0	0	0	None
Accident Occurred During	-STANDING						1
							2

-----Aircraft Information-----

Make/Model	- PIPER PA-28-181	Eng Make/Model	- LYCOMING O-360	ELT Installed/Activated	- YES-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-----

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	CORTEZ, CO		BLUFF	
Wind Dir/Speed	- UNK/NR	ATC/Airspace		Runway Ident	- UNK/NR
Visibility	- UNK/NR	Type of Flight Plan	- NONE	Runway Lth/Wid	- 4400/ 50
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- DIRT
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 - 33	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1387	Last 24 Hrs - 4
SE LAND	Months Since - 6	Make/Model - 181	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 49	Last 90 Days - 24

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS DESTROYED BY FIRE WHICH BEGAN DURING AN ENGINE START. THE PLT STATED THAT HE USED PORPER HOT ENGINE START PROCEDURES. HE SAID THE THROTTLE WAS NOT PUMPED. THE PLT OBSERVED THAT THE FUEL PRESSURE WENT TO ZERO DURING THE SECOND START ATTEMPT. SMOKE WAS SEEN COMING FROM THE ENGINE. THE ACFT FIRE EXTINGUISHER FAILED TO OPERATE AND THE ACFT WAS COMPLETELY DESTROYED BY FIRE. DUE TO FIRE DAMAGE, THE PRE-ACCIDENT CONDITION OF THE CARBURETOR COULD NOT BE EVALUATED.

Brief of Accident (Continued)

File No. - 406

5/27/85

BLUFF, UT

A/C Reg. No. N3561G

Time (Lc1) - 1830 MDT

Occurrence FIRE
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. FUEL SYSTEM, CARBURETOR - UNDETERMINED
2. FLUID, FUEL - LEAK
3. FUEL SYSTEM, CARBURETOR - FIRE

-----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. - 404 6/13/85 CLEARFIELD,UT A/C Reg. No. N7259P Time (Lcl) - 1830 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -CHECK FLIGHT	Fire	Crew 0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-24-250	Eng Make/Model - LYCOMING O-540-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	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	BOUNTIFUL,UT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 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 - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 523
SE LAND	Months Since - 13	Make/Model- 110
	Aircraft Type - UNK/NR	Instrument- 64
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 53

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT/OWNER WAS RECEIVING A CAP CHECK RIDE WITH AN INSTRUCTOR PLT & A PASSENGER ABOARD THE ACFT. THE PLT REPORTED THAT DURING A SIMULATED ENG OUT EXERCISE, THE ACFT GOT WITHIN 200 FT OF THE GROUND WHEN THE INSTRUCTOR "GAVE ME ENGINE POWER BACK." THE ACFT CONTINUED TO DESCEND & SUBSEQUENTLY HIT THE GROUND. THE PLT STATED THAT THE ENG APPEARED TO NEVER REGAIN POWER. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 404

6/13/85

CLEARFIELD,UT

A/C Reg. No. N7259P

Time (Lcl) - 1830 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - CHECK PILOT
 2. GO-AROUND - DELAYED - 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. - 407 6/13/85 MOAB,UT

A/C Reg. No. N2282R

Time (Lcl) - 1045 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries
Fatal Serious Minor None

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE Crew 0
Pass 0 1 0 0

-----Aircraft Information-----

Make/Model - CESSNA T210J
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-520-H
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 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- 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
ENGLEWOOD,CO
Destination
HITE,CO

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 28

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 800
Make/Model- 600
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 17
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT & A PASSENGER MADE A LOW LEVEL PASS OVER THE COLORADO RIVER TO DROP A PACKAGE TO FRIENDS, WHO WERE RAFTING ON THE RIVER. THE RIVER WAS IN A CANYON WITH WALLS APRX 500 TO 700 FT HIGH. THE PLT SAID THE ENG LOST POWER WHEN THE ACFT WAS IN THE CANYON, SO HE DITCHED THE PLANE IN THE RIVER. HE REPORTED THAT NO ENG PROBLEMS WERE NOTED PRIOR TO THE LOW PASS. THE ACFT WAS NOT RECOVERED DURING THE INVESTIGATION. THE ELEVATION OF THE CRASH SITE WAS APRX 4100 FT.

Brief of Accident (Continued)

File No. - 407

6/13/85

MOAB,UT

A/C Reg. No. N2282R

Time (Lcl) - 1045 MDT

Occurrence #1 FORCED LANDING
Phase of Operation LANDING

Finding(s)

1. UNDETERMINED
2. PLANNING-DECISION - POOR - PILOT IN COMMAND
3. LOW PASS - PERFORMED - PILOT IN COMMAND
4. TERRAIN CONDITION - HIGH TERRAIN
5. TERRAIN CONDITION - RISING
6. WEATHER CONDITION - HIGH DENSITY ALTITUDE

Occurrence #2 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. TERRAIN CONDITION - WATER,ROUGH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 563 3/10/85 CHARLOTTESVILLE,VA A/C Reg. No. N1564E Time (Lcl) - 1127 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 - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	MANASSAS,VA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CHARLOTTESVILLE ALBEMARLE
Wind Dir/Speed- 210/008 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6001/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 77
SE LAND	Months Since - 14	Last 24 Hrs - 3
	Aircraft Type - C-172	Make/Model- 22
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING AN APCH TO LAND, MODERATE TURBULENCE WAS ENCOUNTERED & THAT THE WINDS WERE VARIABLE. SINCE THE ACFT WAS LOW & FAST, HE ADJUSTED THE POWER & EXTENDED 10 THEN 20 DEG OF FLAPS. CROSSING THE THRESHOLD, HE RETARDED THE THROTTLE TO IDLE & SUBSEQUENTLY ENTERED AN EXCESSIVE RATE OF DESCENT. THE ACFT BOUNCED AFTER TOUCHING DOWN & BEGAN TO PORPOISE. AFTER THE 3RD BOUNCE, WITH THE THROTTLE STILL CLOSED, THE PLT ELECTED TO GO AROUND. HE APPLIED POWER & ABORTED THE LANDING. ONCE IN THE PATTERN, HE REALIZED THERE WAS DAMAGE & MADE A FLY-BY, BUT TOWER PSNL COULD NOT VERIFY THE DAMAGE. ON THE 2ND LANDING, THE ACFT BALLOONED & BOUNCED AGAIN. AFTER SEVERAL BOUNCES, THE NOSE GEAR COLLAPSED & THE ACFT WAS STOPPED ON THE RWY.

Brief of Accident (Continued)

File No. - 563

3/10/85

CHARLOTTESVILLE,VA

A/C Reg. No. N1564E

Time (Lc1) - 1127 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - TURBULENCE
3. FLARE - IMPROPER - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - PERFORMED -
5. GO-AROUND - DELAYED - PILOT IN COMMAND
6. ABORTED LANDING - PERFORMED -

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. FLARE - IMPROPER - PILOT IN COMMAND
8. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

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) 3,5,7,8

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. - 497 3/20/85 ST. THOMAS,VI

A/C Reg. No. N49MA

Time (Lcl) - 1645 AST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI
Name of Carrier -FOUR STAR AVIATION,INC.
Type of Operation -NON SCHED,DOMESTIC,CARGO
Flight Conducted Under -14 CFR 135
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH E18S
Landing Gear - TAILWHEEL-ALL RETRACTABLE
Max Gross Wt - 10100
No. of Seats - 2

Eng Make/Model - P&W R-985-AN14B
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 130/012 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - 2000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAN JUAN,PR

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)
Type of Clearance - VFR
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

CYRIL E. KING
Runway Ident - 27
Runway Lth/Wid - 5358/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI
SE LAND,ME LAND
GLIDER

Age - 39

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - E18S

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 5401	Last 24 Hrs	- 2
Make/Model-	71	Last 30 Days-	67
Instrument-	146	Last 90 Days-	71
Multi-Eng -	308	Rotorcraft -	1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT LOST CONTROL OF THE ACFT DURING TAKEOFF WITH A SLIGHT TAILWIND COMPONENT & THE ACFT GROUND LOOPED. LATER, THE PLT REALIZED THAT THE TAIL WHEEL WAS NOT LOCKED.

Brief of Accident (Continued)

File No. - 497

3/20/85

ST. THOMAS,VI

A/C Reg. No. N49MA

Time (Lcl) - 1645 AST

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR, TAILWHEEL - UNLOCKED
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. WEATHER CONDITION - TAILWIND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

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. - 461 4/07/85 SUNNYSIDE,WA A/C Reg. No. N4379Z Time (Lcl) - 1114 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-18-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 2

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
PROSSER,WA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 300/011 KTS
Visibility - 35.0 SM
Lowest Sky/Clouds - 6500 FT SCATTERED
Lowest Ceiling - 10000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 53
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - UNK/NR Last 24 Hrs - UNK/NR
Make/Model- UNK/NR Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- UNK/NR
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED AFTER COLLIDING WITH ELECTRICAL POWER LINES NEAR AN OPEN FIELD. INITIAL IMPACT WITH THE POWER LINES OCCURRED WHERE THE WIRES WERE ROUTED OVER A DRAW BETWEEN 2 RIDGES. THE ACFT CAME TO REST INVERTED BETWEEN THE POWER LINES & THE OPEN FIELD. THE ACFT WAS RELATIVELY INTACT WITH EXTENSIVE GROUND IMPACT DAMAGE TO THE LEFT WING & COMPRESSION & TWISTING TO THE REAR FUSELAGE. THERE WAS HEAVY SCRAPE MARKS ON THE LEFT MAIN GEAR. THE PROP SHOWED NO ROTATIONAL MARKS OR DAMAGE. THE LEFT FUEL CAP WAS OFF & SOME FUEL WAS REMAINING IN THE REAR CORNER. THE RIGHT FUEL CAP WAS IN PLACE. THE CARB HEAT CONTROL WAS WEDGED IN THE ON/HOT POSITION. THE CONNECTING WIRES TO THE STARTER SWITCH WERE FOUND CORRODED AT THE ATTACH SCREWS, THEY WERE PARTLY SEPARATED & THE CASE WAS BROKEN. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS VERIFIED.

Brief of Accident (Continued)

File No. - 461

4/07/85

SUNNYSIDE,WA

A/C Reg. No. N4379Z

Time (Lc1) - 1114 PST

Occurrence #1 LOSS OF POWER
Phase of Operation UNKNOWN

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
2. OBJECT - WIRE,TRANSMISSION
3. VISUAL LOOKOUT - INADEQUATE - 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) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 480	6/08/85	PORT ORCHARD, WA	A/C Reg. No. N8490D	Time (Lcl) - 2030 PDT		
-----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	2
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
-----Aircraft Information-----						
Make/Model - ROBINSON R22	Eng Make/Model - LYCOMING O-320-B2C	ELT Installed/Activated - NO -N/A				
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO				
Max Gross Wt - 1300	Engine Type - RECIPROCATING-CARBURETOR					
No. of Seats - 2	Rated Power - 124 HP					
-----Environment/Operations Information-----						
Weather Data		Itinerary		Airport Proximity		
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point		ON AIRPORT		
Method - N/A		SAME AS ACC/INC				
Completeness - N/A		Destination		Airport Data		
Basic Weather - VMC		LOCAL		PORT ORCHARD		
Wind Dir/Speed- 360/010 KTS		ATC/Airspace		Runway Ident - UNK/NR		
Visibility - 20.0 SM		Type of Flight Plan - NONE		Runway Lth/Wid - UNK/NR		
Lowest Sky/Clouds - CLEAR		Type of Clearance - NONE		Runway Surface - DIRT		
Lowest Ceiling - NONE		Type Apch/Lndg - SIMULATED FORCED LANDING		Runway Status - HIGH VEGETATION		
Obstructions to Vision- NONE				ROUGH		
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-----Personnel Information-----						
Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT				
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)				
COMMERCIAL,CFI	Current - UNK/NR	Total - 358	Last 24 Hrs - 6			
SE LAND	Months Since - UNK/NR	Make/Model- 215	Last 30 Days- UNK/NR			
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- 152			
			Rotorcraft - 215			
Instrument Rating(s) - NONE						
-----Narrative-----						
THE INSTRUCTOR PLT (CFI) WITH ONLY 358 HRS TOTAL FLT TIME WAS DEMONSTRATING AN AUTOROTATION WITH A POWER RECOVERY. DURING THE RECOVERY, THE CFI FAILED TO FULLY REGAIN RPM & THE HELICOPTER SETTLED TO THE SURFACE. WITH A LOW ROTOR RPM, THERE WAS A LOSS OF TAIL ROTOR EFFECTIVENESS & THE HELICOPTER TURNED TO THE RIGHT. SUBSEQUENTLY, THE HELICOPTER TOUCHED DOWN WITH FORWARD MOVEMENT & RIGHT YAW, THEN ROLLED OVER. THE CFI REPORTED THAT THE WIND WAS FROM THE NORTH AT 10 GUSTING 15 KTS.						

Brief of Accident (Continued)

File No. - 480

6/08/85

PORT ORCHARD, WA

A/C Reg. No. N8490D

Time (Lc1) - 2030 PDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
2. AUTOROTATION - INITIATED - PILOT IN COMMAND(CFI)
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND(CFI)
4. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND(CFI)
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2 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) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 519 4/29/85 BROADHEAD,WI A/C Reg. No. N25227 Time (Lc1) - 1830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	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-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 130/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
JANESVILLE,WI
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

BROADHEAD
Runway Ident - 03
Runway Lth/Wid - 1520/ 100
Runway Surface - GRASS/TURF
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 24
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 73
Last 24 Hrs - 0
Make/Model- 67
Last 30 Days- UNK/NR
Instrument- 3
Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING ARRIVAL, HE ENTERED A TRAFFIC PATTERN FOR WHAT HE THOUGHT, ACCORDING TO HIS DIRECTIONAL GYRO, WAS RWY 9. RWY 9 WAS 2500 FT LONG; HOWEVER, HE LANDED ON RWY 3, WHICH WAS 1520 FT LONG. DURING THE LANDING, THE PLT WAS UNABLE TO STOP ON THE RWY. AFTER IT WENT OFF THE END, IT HIT A CONCRETE BLOCK WHICH WAS NOT VISIBLE IN THE GRASS. PRESUMABLY, THE PLT DID NOT X-CHECK HIS GYRO WITH THE MAGNETIC COMPASS.

Brief of Accident (Continued)

File No. - 519

4/29/85

BROADHEAD,WI

A/C Reg. No. N25227

Time (Lc1) - 1830 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. HEADING INDICATOR - IMPROPER USE OF - PILOT IN COMMAND
 2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 3. WEATHER CONDITION - UNFAVORABLE WIND
 4. GO-AROUND - NOT PERFORMED -
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 564 3/31/85 CASPER,WY A/C Reg. No. N2482K Time (Lcl) - 1400 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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 - LUSCOMBE 8E
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1400
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-12
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 360/030 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- BLOWING SNOW
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
THEMOPOLIS,WY
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

HARFORD
Runway Ident - 03
Runway Lth/Wid - 1500/ 60
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 35
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 268	Last 24 Hrs - 0
Make/Model- 268	Last 30 Days- UNK/NR
Instrument- 10	Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

BEFORE REACHING THE DESTINATION, THE ACFT ENCOUNTERED TURBULENCE & THE PASSENGER BECAME ILL. THE PLT TRIED TO LAND ON THE EAST-WEST RWY, BUT THE X-WIND WAS TOO STRONG, SO HE THEN ENTERED A PATTERN FOR RWY 3. AFTER TURNING INTO THE WIND FOR A LANDING, THE ACFT ENCOUNTERED A GUST-LIKE CONDITION, THEN STALLED & IMPACTED THE GROUND. THERE WAS A FAST MOVING SNOW SQUALL IN THE VICINITY WITH WIND GUSTS TO 58 KTS. ALSO, THERE WAS EVIDENCE THAT THE ACFT HAD ENCOUNTERED WIND SHEAR.

Brief of Accident (Continued)

File No. - 564

3/31/85

CASPER,WY

A/C Reg. No. N2482K

Time (Lcl) - 1400 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH

Finding(s)

1. WEATHER CONDITION - SNOW
 2. WEATHER CONDITION - HIGH WIND
 3. WEATHER CONDITION - GUSTS
 4. WEATHER CONDITION - WINDSHEAR
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 6. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 7. 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) 5,6,7

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. - 401 6/07/85 RIVERTON,WY A/C Reg. No. N8280H Time (Lcl) - 0700 MDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Fatal	Injuries	
	SUBSTANTIAL		Serious	Minor
Type of Operation -AERIAL APPLICATION	Fire	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Crew 0	0	0
Accident Occurred During -LANDING		Pass 0	0	0

-----Aircraft Information-----

Make/Model - CALLAIR A-9	Eng Make/Model - LYCOMING O-540	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 270/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 15000 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 - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - UNK/NR
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN AERIAL APPLICATION TURN-AROUND MANEUVER, THE ENG LOST POWER. THE PLT STATED THAT HE IMMEDIATELY CHANGED THE FUEL SELECTOR & TURNED ON THE BOOST PUMP, BUT THE ACFT WAS TOO LOW FOR THE ENG TO HAVE TIME TO RESTORE POWER. THE ENG HAD BEEN USING FUEL FROM A TANK THAT WAS LOW ON FUEL. NO FAA PLT CERTIFICATE WAS FOUND OR REPORTED.

Brief of Accident (Continued)

File No. - 401

6/07/85

RIVERTON, WY

A/C Reg. No. N8280H

Time (Lcl) - 0700 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND
3. FLUID, FUEL - LOW LEVEL
4. MANEUVER - PERFORMED - PILOT IN COMMAND
5. FLUID, FUEL - STARVATION
6. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

7. EMERGENCY PROCEDURE - INITIATED -

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 3

NTSB-AAB-86-17

Brief Format

U.S. Civil and Foreign Aviation

Issue Number 3 of 1985 Accidents

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