

PB86-916918

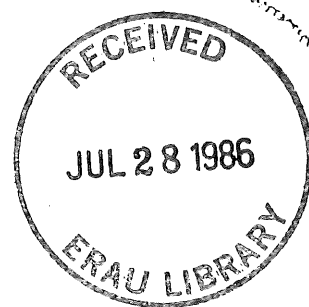


# NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

## AIRCRAFT ACCIDENT REPORTS

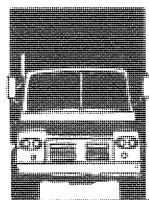
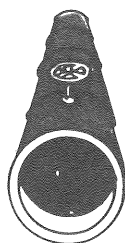
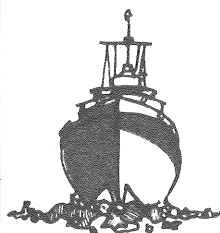
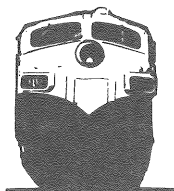
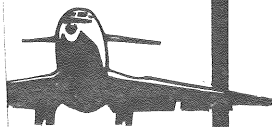
BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 4 OF 1985 ACCIDENTS



NTSB/AAB-86/18

UNITED STATES GOVERNMENT

Doc  
NTSB  
AAB  
86  
18  
Issue 4



Doc  
NTSB  
AAB  
86  
18  
Issue 4



# TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/AAB-86/18		2. Government Accession No. PB86-916918		3. Recipient's Catalog No.	
4. Title and Subtitle Aircraft Accident Briefs - Brief Format U.S. Civil and Foreign Aviation Calendar Year 1985 - Issue Number 4				5. Report Date June 3, 1986	
				6. Performing Organization Code	
7. Author(s)				8. Performing Organization Report No.	
9. Performing Organization Name and Address Bureau of Field Operations National Transportation Safety Board Washington, D.C. 20594				10. Work Unit No.	
				11. Contract or Grant No.	
12. Sponsoring Agency Name and Address  NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594				13. Type of Report and Period Covered Approximately 200 General Aviation and Air Carrier Accidents Occurring in 1985 in Brief Format	
				14. Sponsoring Agency Code	
15. Supplementary Notes					
16. Abstract  This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 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: 0601 through 0800					
17. Key Words Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather				18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
19. Security Classification (of this report) UNCLASSIFIED		20. Security Classification (of this page) UNCLASSIFIED		21. No. of Pages 406	
				22. Price	

## FOREWORD

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

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

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

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

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

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

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

Copies of material ordered will be mailed from the Washington business firm that holds the current contract for commercial reproduction of the Board's public files. Billing is also direct to you by the same company.



Orders for this material will also involve a user service charge by the Board for special services. This charge is in addition to the cost of commercial reproduction of material and will be included in the bill from the commercial reproduction firm.

Requests for reproduction should be forwarded to the:

National Transportation Safety Board  
Public Inquiries Section, AD-46  
800 Independence Avenue, S. W.  
Washington, D. C. 20594

## TABLE OF CONTENTS

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

## AIRCRAFT ACCIDENTS

File Order Listing.....	IX
Briefs of Accidents.....	1-389

## 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 4

CALENDAR YEAR 1985

## File Order Listing - Issue No. 4, 1985

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
601	272CP	071085	AZTEC, NM	PETRACCA	GLASAIR SH	NONE	282
602	90906	030285	NEWBERRY, FL	CESSNA	170	NONE	120
603	5291G	031485	SUGAR LOAF KEY, FL	CESSNA	305A	MINOR	124
604	1814Y	031785	BIG PINE KEY, FL	CESSNA	172	NONE	128
605	7639P	031485	ZEPHYRHILLS, FL	PIPER	PA-24-180	NONE	122
606	142ER	031785	LAWTON, OK	DOUGLAS	A-26B	MINOR	306
607	2566A	080485	MCCARTHY, AK	PIPER	PA-22	SERIOUS	18
608	70008	080185	NOME, AK	CESSNA	185	MINOR	16
609	53135	073185	DRY CREEK MINE, AK	CESSNA	188	NONE	14
610	12CQ	031785	DORSET, VT	CESSNA	401A	FATAL	362
611	6716H	031685	WINTER HAVEN, FL	PIPER	J3C-85	FATAL	126
612	2633J	021685	DE QUINCY, LA	CESSNA	T-188C	NONE	218
613	79CM	032585	FORT MYERS, FL	PIPER	AEROSTAR 6	NONE	132
614	540N	031285	BARTER ISLAND, AK	DEHAVILLAND	DHC-6	SERIOUS	4
615	98164	051985	FAYETTEVILLE, GA	PIPER	J3C-65	NONE	162
616	991PG	052185	MILLEDGEVILLE, GA	GALLOWAY	B-8M	NONE	164
618	3FW	042085	MARLETTE, MI	WHEAT	PITTS S-1-	NONE	224
619	3946K	031585	MCKINNEY, TX	CESSNA	305E	NONE	350
620	5724S	051985	CHESTER, SC	SWIETZER	SGS-233	NONE	332
621	4049Y	050885	FRANKLIN, TN	BARNES	FF-7	SERIOUS	336
622	8180F	062785	LORDSBURG, NM	PIPER	PA-32R-301	NONE	278
623	9386B	030185	BANCROFT, ID	CESSNA	175	FATAL	176
624	6928F	032385	FRITCH, TX	CESSNA	150F	NONE	352
625	9035Z	032385	FREDERICK, OK	NORTH AMERIC	AT-6G	NONE	308
626	52690	032585	ROANOKE, TX	CESSNA	177	MINOR	354



## File Order Listing - Issue No. 4, 1985

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page -----
627	733AN	030985	TEMPLE, TX	CESSNA	172N	NONE	348
628	9664F	030285	SAN ANTONIO, TX	HUGHES	269C	SERIOUS	346
629	89599	050585	STRONGSVILLE, OH	CESSNA	120	MINOR	294
630	1181G	051285	LAKE GENEVA, WI	DASSAULT-BRE	FALCON 50	NONE	382
631	39628	051985	MILWAUKEE, WI	PIPER	PA-32T-300	NONE	384
632	15074	052585	NAPPANEE, IN	PIPER	PA-28-140	MINOR	200
633	4362F	051485	OSAGE BEACH, MO	PIPER	PA-46	NONE	250
634	8624L	042885	GRENOLA, KS	PIPER	PA-25-235C	NONE	204
635	96092	070285	CORNING, AR	CESSNA	152	NONE	34
636	8190U	040285	FULLERTON, CA	CESSNA	150M	MINOR	78
637	732DT	021685	FULLERTON, CA	CESSNA	T210L	MINOR	72
638	51347	051285	ATKINS, VA	CESSNA	150J	MINOR	360
639	8567G	031885	LEE VINING, CA	CESSNA	150F	FATAL	76
640	80241	040785	MULINO, OR	CESSNA	172M	NONE	310
641	563Y	070685	GRAND LAKE, CO	EIRIAVION OY	PIK-20B	NONE	114
642	5407J	040285	JOHNSON CITY, NY	CESSNA	421B	FATAL	286
643	3993P	032285	MARSTON MILLS, MA	JONES-BOEING	JB-75	NONE	220
644	1339J	031085	WAYNESBURG, PA	ROCKWELL INT	112A	NONE	324
645	62541	031685	PRINCETON, NJ	CESSNA	172P	NONE	268
646	66RA	022785	READING, PA	PIPER	PA-22-108	NONE	320
647	49882	061585	PLAINSBORO, NJ	BELL	47G-3	NONE	274
648	8429T	032485	ZELIENOPLE, PA	PIPER	PA-32R-301	NONE	326
649	6704L	071185	PENN YAN, NY	BEECH	C23	NONE	288
650	71359	071185	BLOCK ISLAND, RI	CESSNA	182M	NONE	330
651	170AS	031085	PERKASIE, PA	CESSNA	170A	NONE	322

## File Order Listing - Issue No. 4, 1985

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
652	68444	011085	BALLICO, CA	FAIRCHILD	M-62C	MINOR	58
653	81DA	021385	SANTA MARIA, CA	BEECH	BE-18	NONE	70
654	585B	042785	TRUCKEE, CA	BEECH	A35	NONE	88
655	4691Q	011185	SAN JOSE, CA	CESSNA	T210L	NONE	60
656	58399	011685	KAHULUI, MAUI, HI	HUGHES	369D	NONE	168
657	61155	071085	ELMENDORF AFB, AK	CESSNA	A-185F	MINOR	10
658	5102D	042785	PERRYSVILLE, OH	CESSNA	172N	NONE	292
659	71407	053085	HARRISON, NE	LUSCOMBE	8A	NONE	262
660	8976F	052985	WEST LIBERTY, IA	HUGHES	269C	NONE	170
661	32826	052585	BROOKLET, GA	PIPER	PA-28-140	SERIOUS	166
662	6587S	032485	FORT PIERCE, FL	CESSNA	150H	NONE	130
663	8943Y	042985	PECULIAR, MO	PIPER	PA-39	NONE	246
664	7012Y	062385	MANHATTAN, KS	PIPER	PA-30	NONE	208
665	80747	061385	BINGHAM, NE	CESSNA	172M	NONE	264
666	5780M	020685	ALTUS, OK	CESSNA	402B	FATAL	300
667	7786D	052385	ANCHORAGE, AK	PIPER	PA-18-150	NONE	8
668	8204A	012985	VICTORIA, TX	PIPER	PA-34-220T	FATAL	344
669	8078F	030985	WALDRON, MO	CESSNA	150F	FATAL	244
670	1994G	013185	SADSBURYVILLE, PA	CESSNA	414	FATAL	318
671	9734Q	031985	FLAGSTAFF, AZ	BEECH	B-19	FATAL	40
672	1ZF	022385	ROCKLEDGE, FL	GLOBE	SWIFT GC-1	FATAL	116
673	8852P	042585	WAKEENEY, KS	PIPER	PA-24-260	FATAL	202
674	2858T	070385	EL DORADO, KS	PIPER	PA-28-140	MINOR	210
675	51611	070385	VALLEY CENTER, KS	CESSNA	172B	NONE	212
676	34494	051685	HUNTSVILLE, AL	CESSNA	177B	NONE	20

## File Order Listing - Issue No. 4, 1985

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
677	5844P	051285	SAVANNAH, GA	PIPER	PA-24-250	NONE	158
678	739UD	051285	BROXTON, GA	CESSNA	172N	NONE	160
679	951B	050985	CALWOOD, MO	BELL	47G	FATAL	248
680	95UP	041985	MENA, AR	BEECH	B95	FATAL	30
681	5267R	061785	JENISON, MI	CESSNA	172	NONE	234
682	5347Q	060785	FRANKENMUTH, MI	CESSNA	150	SERIOUS	232
683	9296F	060885	CLEVELAND, OH	HUGHES	269C	MINOR	298
684	36938	040785	ORLANDO, FL	THE BALLOON	FIREFLY 7B	FATAL	142
685	5543X	070385	PARAGOULD, AR	AERO COMMAND	S2R	NONE	36
686	4772Y	072885	NORCATUR, KS	PIPER	PA-25-235	NONE	216
687	13064	071185	OLATHE, KS	CESSNA	172M	NONE	214
688	6475V	032285	WINSLOW, AR	HELIO	COURIER H-	SERIOUS	28
689	3115U	030885	HAILEY, ID	FAIRCHILD	SA-227AC	NONE	178
690	89634	071985	MEMPHIS, TN	CESSNA	152	SERIOUS	340
691	3937D	050985	DOVER, TN	CESSNA	182A	NONE	338
692	6995B	060685	BRENTWOOD, CA	PIPER	PA-18-150	NONE	98
693	5425D	051385	OWYHEE RESERV., ID	BEECHCRAFT	H-35	NONE	182
695	5914G	052685	WAMIC, OR	CESSNA	150	MINOR	312
696	65907	051985	WENATCHEE, WA	SCHWEIZER	SGS 2-33A	MINOR	368
697	37HS	053085	ATHENA, OR	HILLER	UH-12E	NONE	314
698	6762K	062185	TWIN FALLS, ID	GRUMMAN	164B	NONE	186
699	9718T	070985	SHELBY, NC	CESSNA	T303	MINOR	254
700	935AB	062885	BURLEY, ID	BORRESON	DRAGON FLY	MINOR	190
701	66942	052585	CONCORD, CA	CESSNA	152	NONE	96
702	5588Q	022385	PUNTA GORDA, FL	MOONEY	M20D	FATAL	118

## File Order Listing - Issue No. 4, 1985

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
703	2129G	013185	BISHOP, CA	PIPER	PA-32RT-30	NONE	66
704	3258P	020685	CAMARILLO, CA	MILENTZ	QUICKIE 02	MINOR	68
705	2209J	072185	COLUMBIA, CA	CESSNA	150G	FATAL	108
706	4422P	072685	PRESCOTT, AZ	HUFF	SONERAI II	NONE	52
707	8304U	041485	CONCORD, CA	CESSNA	150M	NONE	80
708	2403N	042085	PRESCOTT, AZ	PIPER	PA 38-112	NONE	42
709	6891U	071485	LOS BANOS, CA	MOONEY	M-20-E	NONE	104
710	8964L	071285	PASO ROBLES, CA	GRUMMAN	AA-1B	MINOR	102
711	2193Z	072185	AVALON, CA	PIPER	PA-34-200T	NONE	106
712	5970B	062685	DAVISON, MI	CESSNA	182A	NONE	236
713	5054Y	041985	CLEARWATER, FL	BELLANCA	8KCAB	FATAL	150
714	54522	041085	PANAMA CITY BCH, FL	BELL	47G-2	SERIOUS	146
715	511FL	042585	FELTON, CA	PIPER	PA-28-140	MINOR	86
716	4877U	042585	PINON, AZ	CESSNA	TU-206G	MINOR	44
717	8188N	041485	MOORPARK, CA	PIPER	PA-28-140B	NONE	82
718	738LR	040985	GRANT, NM	CESSNA	172	NONE	276
719	38767	050985	CASA GRANDE, AZ	HILLER	12-C	NONE	48
720	15259	050485	BAKER, CA	PIPER	PA-32-300	NONE	92
721	76086	050485	JACKSON, CA	CESSNA	140	NONE	90
722	8889A	010785	DEATH VALLEY, CA	BEECH	B-35	FATAL	54
723	210NF	011085	HESPERIA, CA	CESSNA	T210L	SERIOUS	56
724	3983D	012485	HELENDAL, CA	PIPER	PA-24-400	MINOR	64
725	25231	062385	OROFINO, ID	LUSCOMB	8A	MINOR	188
727	6162M	081185	VASHON, WA	STINSON	108-3	MINOR	378
728	704UV	051885	SANTA ROSA, CA	CESSNA	150M	NONE	94

## File Order Listing - Issue No. 4, 1985

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
729	3778Q	052485	SPOKANE, WA	BEECH	V35	FATAL	372
730	5313Y	050785	KETCHIKAN, AK	CESSNA	185	NONE	6
731	7396Z	062585	WENATCHEE, WA	PIPER	PA-25-235-	NONE	374
732	5511X	080485	CALDWELL, ID	ROCKWELL COM	S2R	NONE	194
733	80030	060885	TRUCKEE, CA	CONSOLIDATED	LAKE LA-4-	SERIOUS	100
734	4931G	071685	JUNEAU, AK	CESSNA	172N	NONE	12
735	222MR	062485	ALBANY, OR	CESSNA	310L	MINOR	316
736	2396E	071585	PACATELLO, ID	CESSNA	172	NONE	192
737	824CB	080785	VANCOUVER, WA	BEACHNER	QUICK SILV	FATAL	376
738	95043	042085	NO. HAMPTON, NH	PIPER	PA-28-140	FATAL	266
739	5764D	040785	LOCK HAVEN, PA	MOONEY	MO-20J	FATAL	328
740	6096P	062385	YUMA, CO	PIPER	PA-24-180	MINOR	110
741	731GN	070585	DEL NORTE, CO	CESSNA	A188B	NONE	112
742	6310U	030585	FOSS, OK	PIPER	PA-23-250	FATAL	304
743	3777P	021185	THOMPSON FALLS, MT	PIPER	PA-18	NONE	252
745	9592F	032085	ELMA, WA	HUGHES	269C	NONE	366
746	35515	081885	GOSHEN, NY	PIPER	J-3	NONE	290
747	739DA	042285	FORT MYERS, FL	CESSNA	172N	NONE	152
748	46494	042785	SHARPES, FL	CESSNA	172K	NONE	154
749	65010	080685	GRANTS, NM	STAR DUSTER	SA-300	SERIOUS	284
750	1754A	070485	TUCUMCARI, NM	PIPER	PA-18A	NONE	280
751	7126Y	081685	BOWMAN, ND	PIPER	PA-30/A	NONE	256
752	47500	081985	MOTT, ND	AERONCA	058B	NONE	258
753	39RW	080985	RAWLINS, WY	RICHARD A. W	GLASAIR SH	FATAL	388
754	7190C	060485	WICHITA, KS	CESSNA	172RG	FATAL	206

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
755	3629K	072685	SAMSON, AL	SCHWEIZER	AG CAT	NONE	26
756	6121K	061685	EVELETH, MN	REPUBLIC	RC-3	FATAL	242
759	125ZL	052085	CHEWELAH, WA	CESSNA	205	FATAL	370
760	4956B	061185	BELMAR, NJ	CESSNA	152	FATAL	272
760	176FJ	061185	BELMAR, NJ	SIKORSKY	S76A	FATAL	270
761	1475M	052885	SAN MANUEL, AZ	CESSNA	TU-206E	FATAL	50
762	8942Z	042285	MENA, AR	CESSNA	310G	FATAL	32
763	8833B	052485	OMAHA, NE	BEECH	65-88	NONE	260
764	5180S	033185	ROCKLEDGE, FL	PIPER	PA-28-180	FATAL	136
765	100RN	022285	UTICA, MI	PIPER	PA-31T	FATAL	222
766	7586G	031585	LEESBURG, VA	CESSNA	172L	NONE	358
767	67955	052785	MARSHFIELD, WI	CESSNA	152	NONE	386
768	18066	052685	MARSHALL, MI	CESSNA	150	MINOR	228
769	1462	060685	PLYMOUTH, MI	CHADWICK	STITTS SA-	MINOR	230
770	4703S	061685	JEFFERSON, IA	JOEL K. SENT	RV-4	FATAL	172
771	6799D	070285	DENISON, IA	BRANTLY	B-2	NONE	174
772	8295G	081485	DYERSBURG, TN	CESSNA	188	NONE	342
773	609U	062785	ASHFORD, AL	GRUMMAN	G-164	NONE	24
774	47071	061585	ABBEVILLE, SC	CESSNA	152	NONE	334
775	2648R	041085	WABASSO, FL	PIPER	PA-28R-200	NONE	144
776	2428D	041685	VERO BEACH, FL	PIPER	PA-38-112	NONE	148
777	3910N	052485	BESSEMER, MI	MOONEY	M-20G	NONE	226
778	7401B	031885	LAKE ELMO, MN	CHAMPION	7EC	NONE	238
779	4707H	050785	ALLIANCE, OH	PIPER	PA-11-494	NONE	296
780	731VR	050885	VIRDEN, IL	CESSNA	A188B	NONE	196

## File Order Listing - Issue No. 4, 1985

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
781	4799A	050885	WEST BEND, WI	CESSNA	A152	NONE	380
782	98760	033185	BLAIRSVILLE, GA	PIPER	J-3C-65	NONE	156
783	8816N	052885	ATHENS, AL	PIPER	PA-28-140	NONE	22
784	84303	033085	KEY LARGO, FL	AERONCA	7AC	NONE	134
785	8705N	040585	KEY WEST, FL	PIPER	PA-28-140	NONE	138
786	280EZ	040585	CRYSTAL RIVER, FL	CANARD, INC.	LONG EZ	NONE	140
787	5122H	042885	BLISS, ID	PIPER	PA-14	FATAL	180
788	3608C	022485	SCOTTSDALE, AZ	BARNES	FF-8-24	NONE	38
789	89716	030185	BAKERSFIELD, CA	CESSNA	152	NONE	74
790	55448	042085	BORON, CA	CESSNA	172P	MINOR	84
791	2444R	043085	PARKER, AZ	CESSNA	182	NONE	46
792	7329U	020785	KOYUK, AK	CESSNA	207A	FATAL	2
793	29134	042685	MINNEAPOLIS, MN	CESSNA	T210L	NONE	240
794	34212	011285	EL MONTE, CA	CESSNA	177B	SERIOUS	62
795	3974W	031385	ANGOLA, IN	PIPER	PA-32-260	FATAL	198
797	240WT	061985	WAITSFIELD, VT	SCHEMPP-HIRT	VENTUS-B	FATAL	364
798	1815Q	051485	MURPHY, ID	CESSNA	177RG	FATAL	184
799	49831	041085	ARLINGTON, TX	CESSNA	152	SERIOUS	356
800	8160K	030385	STIGLER, OK	PIPER	PA-34-220T	FATAL	302





AIRCRAFT ACCIDENT REPORTS  
BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 4 OF 1985 ACCIDENTS

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 792      2/07/85      KOYUK, AK      A/C Reg. No. N7329U      Time (Lcl) - 0940 AST

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

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

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

Make/Model	- CESSNA 207A	Eng Make/Model	- CONTINENTAL IO-520-F	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 280 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	SHAKTOOLIK, AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	KOYUK, AK		KUYUK	
Wind Dir/Speed	- CALM	ATC/Airspace		Runway Ident	- 02
Visibility	- 25.0 SM	Type of Flight Plan	- VFR	Runway Lth/Wid	- 2000/ 60
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- GRAVEL
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE	Runway Status	- ICE COVERED
Obstructions to Vision	- NONE				SNOW - DRY
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 - 2448	Last 24 Hrs - 1
SE LAND, ME LAND, SE SEA	Months Since - 4	Make/Model - 1006	Last 30 Days - UNK/NR
	Aircraft Type - 206/207	Instrument - 65	Last 90 Days - 234
		Multi-Eng - 11	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED ABOUT 630 FT SHORT OF THE THRESHOLD OF RWY 02. THE PLT SAID HE PURPOSELY LANDED SHORT TO TAKE ADVANTAGE OF A RWY UPSLOPE AND BECAUSE OF THE LOCATION OF SNOW REMOVAL EQUIPMENT AT THE OTHER END OF THE RWY. IN LANDING SHORT HOWEVER HE LANDED ON PART OF THE RAMP WHICH USED TO BE AN OLD RWY. DURING THE LANDING THE ACFT STRUCK A SNOWMOBILE DRIVER & FATALLY INJURED HIM.

Brief of Accident (Continued)

File No. - 792

2/07/85

KOYUK,AK

A/C Reg. No. N7329U

Time (Lcl) - 0940 AST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
  2. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND
  3. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
  4. JUDGEMENT - POOR - PILOT IN COMMAND
  5. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
- 

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

Finding(s)

6. OBJECT - VEHICLE
- 

-----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. - 614      3/12/85      BARTER ISLAND, AK      A/C Reg. No. N540N      Time (Lcl) - 0015 MST

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

Type Operating Certificate	COMMUTER	Aircraft Damage	Injuries			
Name of Carrier	-SEA AIRMOTIVE, INC.	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew 0	2	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass 0	0	2	0
Accident Occurred During	-APPROACH					

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

Make/Model	- DEHAVILLAND DHC-6	Eng Make/Model	- P&W PT6-27	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 12500	Engine Type	- TURBOPROP		
No. of Seats	- 9	Rated Power	- 620 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELEPHONE	DEADHORSE, AK	
Completeness	- PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather	- IMC	LOCAL	STRIP 1186
Wind Dir/Speed	- 020/010 KTS	ATC/Airspace	Runway Ident - 07
Visibility	- .750 SM	Type of Flight Plan	- NONE
Lowest Sky/Clouds	- 300 FT	Type of Clearance	- NONE
Lowest Ceiling	- 300 FT OBSCURED	Type Apch/Lndg	- GO AROUND
Obstructions to Vision	- FOG		
Precipitation	- SNOW		
Condition of Light	- NIGHT (DARK)		

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

Pilot-In-Command	Age - 26	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP, CFI	Current - YES	Total - 5311	Last 24 Hrs - 9
SE LAND, ME LAND, SE SEA	Months Since - 2	Make/Model - 2098	Last 30 Days - 51
	Aircraft Type - 737	Instrument - 567	Last 90 Days - 167
		Multi-Eng - 2698	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT CRASHED APRX 1/2 MILE FROM THE DEPARTURE END OF A TEMPORARY WINTER LANDING STRIP. THE ACFT CONTACTED THE TERRAIN IN A STEEP NOSE DOWN ATTITUDE. MARGINAL WX CONDITIONS PREVAILED WITH ICING REPORTED. INVESTIGATION REVEALED BOTH WING LEADING EDGES WERE COVERED WITH APRX 3/16 OF ICE. AN A&P MECHANIC WHO ARRIVED AT THE SCENE SHORTLY AFTER THE ACCIDENT STATED THAT THE SWITCH FOR THE DE-ICE BOOTS WAS IN THE "OFF" POSITION. BOTH PASSENGERS ON BOARD STATED THEY WERE STRUCK BY UNSECURED CARGO DURING THE IMPACT.

Brief of Accident (Continued)

File No. - 614

3/12/85

BARTER ISLAND, AK

A/C Reg. No. N540N

Time (Lc1) - 0015 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
2. WEATHER CONDITION - FOG
3. LIGHT CONDITION - DARK NIGHT
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
6. WEATHER CONDITION - ICING CONDITIONS
7. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
8. WING - ICE
9. ANTI-ICE/DE-ICE SYSTEM - NOT USED - PILOT IN COMMAND
10. ALTITUDE - INADEQUATE - PILOT IN COMMAND

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 730      5/07/85      KETCHIKAN,AK      A/C Reg. No. N5313Y      Time (Lcl) - 1650 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model      - CESSNA 185  
Landing Gear      - AMPHIBIAN  
Max Gross Wt      - 3100  
No. of Seats      - 6

Eng Make/Model      - CONTINENTAL TS10-520-D  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 300 HP

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

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

Weather Data

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

Itinerary

Last Departure Point  
WRANGELL,AK  
Destination  
KETCHIKAN PT,AK

Airport Proximity  
ON AIRPORT

Basic Weather

Wind Dir/Speed- 130/003 KTS  
Visibility      - 20.0 SM  
Lowest Sky/Clouds      - 1800 FT SCATTERED  
Lowest Ceiling      - 2800 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

ATC/Airspace

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

Airport Data

KETCHIKAN PENINSULA POINT  
Runway Ident      - 22  
Runway Lth/Wid      - 10000/ 200  
Runway Surface      - WATER  
Runway Status      - WATER-CALM

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

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

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

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

Total	- 5025	Last 24 Hrs	- 3
Make/Model-	2000	Last 30 Days-	UNK/NR
Instrument-	40	Last 90 Days-	55
Multi-Eng	- 100	Rotorcraft	- 2425

Instrument Rating(s)      - NONE

-----Narrative-----

AFTER DEPARTURE THE PLT STATED HE SELECTED GEAR UP. HE STATED THAT THE GEAR INDICATOR LIGHTS INDICATED THAT ONE GEAR AS STILL IN THE DOWN POSITION. HE SAID HE RECYCLED THE GEAR AND THEN CHECKED THE GEAR INDICATOR BLUBS. THE PILOT SAID HE THEN HAND PUMPED THE GEAR UNTIL HE BELIEVED THE GEAR TO THE BE IN THE UP POSITION. THE ACFT TOUCHED DOWN ON THE WATER AND THEN NOSED OVER AS THE GEAR WAS STILL DOWN. THE FLOAT PLATE WAS FOUND TO BE INSTALLED BACKWARDS. FAA INSPECTORS TALKED TO FOUR WITNESSES WHO SAID THAT ALL GEAR WAS IN THE DOWN POSITION. THE LEFT GEAR CAN BE CHECKED VISUALLY FROM THE COCKPIT.

Brief of Accident (Continued)

File No. - 730

5/07/85

KETCHIKAN, AK

A/C Reg. No. N5313Y

Time (Lc1) - 1650 PDT

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

Finding(s)

1. TERRAIN CONDITION - WATER, GLASSY
2. WHEELS DOWN LANDING IN WATER - IMPROPER - PILOT IN COMMAND
3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - NOT UNDERSTOOD - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND
6. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
7. WINDOW, INSPECTION/OBSERVATION - LACK OF
8. MAINTENANCE, MODIFICATION - IMPROPER - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 667      5/23/85      ANCHORAGE, AK      A/C Reg. No. N7786D      Time (Lcl) - 1738 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      - PIPER PA-18-150  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1500  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-320-A2A  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 HP

ELT Installed/Activated - 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- 240/004 KTS  
Visibility      - 50.0      SM  
Lowest Sky/Clouds      - 9000 FT SCATTERED  
Lowest Ceiling      - 20000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SEWARD, AK  
Destination  
ANCHORAGE, AK

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

MERRILL FIELD  
Runway Ident      - 33  
Runway Lth/Wid      - 2469/      60  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 38  
Biennial Flight Review  
Current      - YES  
Months Since      - 1  
Aircraft Type      - C-185

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 640      Last 24 Hrs - 5  
Make/Model- 200      Last 30 Days- 32  
Instrument- 0      Last 90 Days- 36  
Multi-Eng - 1

Instrument Rating(s) - NONE

-----Narrative-----

ACFT LOST CONTROL DURING LANDING & GROUNDLOOPED. THE PLT STATED THE HEEL OF HIS SHOE SLIPPED OFF THE BRAKE PEDAL WHEN AN ATTEMPT TO APPLY THE BRAKES WAS MADE.



Brief of Accident (Continued)

File No. - 667

5/23/85

ANCHORAGE, AK

A/C Reg. No. N7786D

Time (Lcl) - 1738 ADT

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

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 657      7/10/85      ELMENDORF AFB, AK      A/C Reg. No. N61155      Time (Lcl) - 1456 ADT

-----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	1	2
Accident Occurred During -DESCENT					

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

Make/Model - CESSNA A-185F	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/YES
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3320	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	BELUGA LAKE, AK	SIX MILE LAKE SEAPLANE
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 50.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 4200 -UNK/NR
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - 23000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - WATER - CHOPPY
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, COMMERCIAL, MILITARY	Current - YES	Total - 776
SE LAND, SE SEA	Months Since - UNK/NR	Make/Model- 5
HELICOPTER	Aircraft Type - C-185	Instrument- 20
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 56
		Rotorcraft - 721

Instrument Rating(s) - HELICOPTER

-----Narrative-----

IMMEDIATELY AFTER TAKEOFF FROM A LAKE THE ACFT STALLED, DID A HALF SPIN & NOSED INTO THE WATER. WITNESSES REPORTED SEEING ACFT NOSE PITCHING UP & DOWN & WINGS WOBBLING JUST PRIOR TO THE STALL. THIS WAS PLT'S FIRST FLT IN THIS TYPE ACFT WITHOUT AN INSTRUCTOR. THE ACFT WAS HEAVILY LOADED WITH PASSENGERS & FISHING GEAR. THE PLT STATED THAT AFTER TAKEOFF, HE ADJUSTED THE RPM TO CLIMB PWR THEN ADJUSTED THE FLAPS WHICH WAS THE ORDER IN WHICH HE WAS INSTRUCTED TO DO SO. THE ACFT FLT MANUAL SAYS TO ADJUST FLAPS FIRST THEN PWR.

Brief of Accident (Continued)

File No. - 657

7/10/85

ELMENDORF AFB, AK

A/C Reg. No. N61155

Time (Lc1) - 1456 ADT

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

Finding(s)

1. FLIGHT MANUALS - NOT FOLLOWED - PILOT IN COMMAND
  2. PROCEDURES/DIRECTIVES - IMPROPER - FLIGHT INSTRUCTOR(ON GROUND)
  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

Finding(s)

5. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 734      7/16/85      JUNEAU, AK      A/C Reg. No. N4931G      Time (Lcl) - 2020 PDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	JUNEAU INT'L
Wind Dir/Speed- 280/008 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 8400/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 86
SE LAND	Months Since - 12	Make/Model- 4
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

PLT RETURNING FROM LOCAL FLIGHT LOST VISUAL CONTACT WITH RUNWAY DURING FLARE DUE TO SUNGLARE. ATCT HAD CLEARED ACFT TO RUNWAY AND NO REQUEST FOR CHC INITIATED BY PLT, OR GO AROUND ATTEMPTED.

Brief of Accident (Continued)

File No. - 734

7/16/85

JUNEAU, AK

A/C Reg. No. N4931G

Time (Lc1) - 2020 PDT

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

Finding(s)

1. LIGHT CONDITION - SUNGLARE
2. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
6. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND
7. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

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

Finding(s)

8. FLARE - NOT ATTAINED - PILOT IN COMMAND

Occurrence #3      GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

9. LANDING GEAR, MAIN GEAR - OVERLOAD
10. 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) 2,3,4,5,6,7,8

Factor(s) relating to this accident is/are finding(s) 1,9,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 609      7/31/85      DRY CREEK MINE, AK      A/C Reg. No. N53135      Time (Lcl) - 1345 ADT

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

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

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

Make/Model - CESSNA 188	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
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	BRADLEY, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 90.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - 9000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 4418
SE LAND, SE SEA	Months Since - 7	Last 24 Hrs - 2
	Aircraft Type - C-185	Make/Model - 300
		Instrument - 160
		Last 30 Days - 20
		Last 90 Days - 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT WHILE ON FINAL APCH APRX 100 FT FROM TOUCHDOWN, THE ACFT YAWED TO THE LEFT AND THE LEFT WING DROPPED. THE ACFT CONTACTED THE GROUND APRX 25 FT LEFT OF THE RWY AND NOSED OVER.

Brief of Accident (Continued)

File No. - 609

7/31/85

DRY CREEK MINE, AK

A/C Reg. No. N53135

Time (Lcl) - 1345 ADT

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

Finding(s)

1. AIRCRAFT HANDLING - POOR - PILOT IN COMMAND
  2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  3. STALL - NOT IDENTIFIED - PILOT IN COMMAND
- 

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

-----

Occurrence #3       NOSE OVER  
Phase of Operation    DESCENT - UNCONTROLLED

-----

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 608      8/01/85      NOME, AK

A/C Reg. No. N70008

Time (Lcl) - 1844 ADT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-FOSTER AVIATION	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	1	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	1	5
Accident Occurred During	-LANDING						

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

Make/Model	- CESSNA 185	Eng Make/Model	- CONTINENTAL O-520	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	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	BREVIG MISSION, AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		NOME	
Wind Dir/Speed	- 280/016 KTS	ATC/Airspace		Runway Ident	- 20
Visibility	- 35.0 SM	Type of Flight Plan	- VFR	Runway Lth/Wid	- 5576/ 150
Lowest Sky/Clouds	- 3500 FT SCATTERED	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	- STRAIGHT-IN	Runway Status	- DRY
Obstructions to Vision	- NONE		FULL STOP		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 40	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 8200	Last 24 Hrs - 3
SE LAND, SE SEA	Months Since - 1	Make/Model - 1020	Last 30 Days - 150
	Aircraft Type - C-185	Instrument - 150	Last 90 Days - 250
		Multi-Eng - 50	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED ON SHORT FINAL APCH HE NOTICED A X-WIND STRONGER THEN EXPECTED. AFTER TOUCHDOWN DIRECTIONAL CONTROL OF THE ACFT WAS LOST. THE ACFT THEN EXITED THE RWY INTO A OPEN DITCH. AT THE TIME OF THE ACCIDENT THE WIND WAS 280 DEGS AT 12 KTS.



Brief of Accident (Continued)

File No. - 608

8/01/85

NOME, AK

A/C Reg. No. N70008

Time (Lcl) - 1844 ADT

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

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - NOT UNDERSTOOD - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - DITCH

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 607      8/04/85      MCCARTHY,AK      A/C Reg. No. N2566A      Time (Lcl) - 0915 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

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

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

Make/Model - PIPER PA-22  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1650  
No. of Seats - 4

Eng Make/Model - LYCOMING O-290-D2  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 135 HP

ELT Installed/Activated - 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- 270/005 KTS

Visibility - 60.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
DAN CREEK,AK

Destination

SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

HELICOPTER

Age - 28

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - PA-22

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 289

Make/Model- 174

Instrument- UNK/NR

Multi-Eng - 60

Last 24 Hrs - 4

Last 30 Days- 50

Last 90 Days- 107

Rotorcraft - 62

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHILE EXECUTING A 180 DEG RIGHT TURN THE ACFT DRIFTED 50 FT TO THE EAST OF RWY 19 WHERE IT STRUCK A ROW OF TREES. THE ACFT CONTINUED IN A STEEP DESCENDING TURN. THE ACFT STALLED AND CRASHED INTO A WOODED AREA.

Brief of Accident (Continued)

File No. - 607

8/04/85

MCCARTHY,AK

A/C Reg. No. N2566A

Time (Lc1) - 0915 ADT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  4. STALL - INADVERTENT - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 676      5/16/85      HUNTSVILLE,AL      A/C Reg. No. N34494      Time (Lcl) - 1455 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  
Crew  
Pass

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

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

Make/Model      - CESSNA 177B  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 2800  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-360-A1F6D  
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      - UNK/NR

Basic Weather      - VMC

Wind Dir/Speed- 270/015 KTS

Visibility      - 7.0      SM

Lowest Sky/Clouds      - 4500 FT SCATTERED

Lowest Ceiling      - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
GREENVILLE,TN

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

MADISON COUNTY SKYPARK  
Runway Ident      - 27  
Runway Lth/Wid      - 2370/ 160  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

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

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

Age - 46  
Biennial Flight Review  
Current      - N/A  
Months Since      - N/A  
Aircraft Type      - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 58      Last 24 Hrs - 4  
Make/Model- 58      Last 30 Days- UNK/NR  
Instrument- 1      Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DRIFTED RIGHT OF RWY CENTER LINE DURING LANDING ROLL & THE PLT ABORTED THE LANDING BY APPLYING FULL PWR. THE ACFT CONTINUED OFF THE RWY AND THE NOSE WHEEL DUG INTO THE SOFT SOIL RESULTING IN THE ACFT NOSING OVER.

Brief of Accident (Continued)

File No. - 676

5/16/85

HUNTSVILLE, AL

A/C Reg. No. N34494

Time (Lc1) - 1455 CDT

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

Finding(s)

1. TERRAIN CONDITION - SOFT
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 783      5/28/85      ATHENS, AL      A/C Reg. No. N8816N      Time (Lc1) - 1000 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

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
0  
0

Minor  
0  
0

None  
1  
1

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

Make/Model - PIPER PA-28-140  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2050  
No. of Seats - 4

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 270/006 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 15000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

KENOSHA, WI

Destination

DECATUR, AL

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 - 61

Biennial Flight Review

Current - YES

Months Since - 24

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 780

Make/Model- 89

Instrument- 111

Multi-Eng - 51

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 46

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LOST PWR WHILE EN ROUTE FROM KENOSHA, WI, TO DECATUR, AL, AND ATTEMPTED A FORCED LANDING ON AN AG STRIP. DURING THE LANDING ROLL THE ACFT STRUCK A TRUCK WHICH WAS PARKED IN THE MIDDLE OF THE RUNWAY. DURING POST CRASH EXAMINATION OF THE ACFT NO FUEL WAS FOUND IN OR AROUND THE WRECKAGE. THERE WAS ALSO NO EVIDENCE OF ANY FUEL LEAKAGE.

Brief of Accident (Continued)

File No. - 783

5/28/85

ATHENS,AL

A/C Reg. No. N8816N

Time (Lc1) - 1000 CDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

5. OBJECT - VEHICLE

-----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. - 773      6/27/85      ASHFORD,AL      A/C Reg. No. N609U      Time (Lcl) - 1410 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 -LANDING					

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

Make/Model - GRUMMAN G-164	Eng Make/Model - P&W R-985-AN1	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3725	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 AIRPORT
Method - N/A	ASHFORD,AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LUCKY FLD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 10
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1550/ 50
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	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)
COMMERCIAL	Current - YES	Total - 2110
SE LAND	Months Since - 15	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 1618
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 69

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS RETURNING TO THE PRIVATE AG STRIP AFTER COMPLETING A SPRAY RUN. DURING THE LANDING THE PILOT FOUND THAT THE LEFT BRAKE WAS INOP. IN ORDER TO PREVENT RUNNING OFF END OF THE 1500 FT RWY, THE PLT ELECTED TO GROUND LOOP THE AIRCRAFT. DURING THE ATTEMPTED GROUND LOOP THE ACFT RAN OFF THE SIDE OF THE RWY AND COLLIDED WITH A DIRT EMBANKMENT. EXAMINATION OF THE LANDING GEAR REVEALED THAT THE LEFT BAKE DISC PAD WAS BADLY WORN.



Brief of Accident (Continued)

File No. - 773

6/27/85

ASHFORD, AL

A/C Reg. No. N609U

Time (Lcl) - 1410 CDT

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

Finding(s)

1. TERRAIN CONDITION - DIRT BANK
2. LANDING GEAR, NORMAL BRAKE SYSTEM - INOPERATIVE
3. GROUND LOOP/SWERVE - ATTEMPTED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 755      7/26/85      SAMSON,AL      A/C Reg. No. N3629K      Time (Lcl) - 1700 CDT

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

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

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

Make/Model      - SCHWEIZER AG CAT	Eng Make/Model      - P&W R1340	ELT Installed/Activated      - NO -N/A
Landing Gear      - TAILWHEEL-ALL FIXED	Number Engines      - 1	Stall Warning System      - YES
Max Gross Wt      - 5200	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	SAMSON,AL	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	SAME AS ACC/INC	Runway Ident      - N/A
Wind Dir/Speed- 190/008 KTS	ATC/Airspace	Runway Lth/Wid      - N/A
Visibility      - UNK/NR	Type of Flight Plan      - NONE	Runway Surface      - N/A
Lowest Sky/Clouds      - 2000 FT SCATTERED	Type of Clearance      - NONE	Runway Status      - N/A
Lowest Ceiling      - 6000 FT BROKEN	Type Apch/Lndg      - NONE	
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current      - YES	Total      - 2903
SE LAND	Months Since      - 5	Make/Model- 675
	Aircraft Type - C-172	Instrument- 0
		Last 24 Hrs - 12
		Last 30 Days- 118
		Last 90 Days- 119

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT WAS DAMAGED IN A FORCED LNDG AFTER A PWR LOSS DURING A SWATH RUN. DURING THE LDG A PWR LINE WAS STRUCK AND THE ACFT WAS PULLED SIDWAYS WHICH CAUSED A GROUNDLOOP AND RESULTED IN DAMAGES. LYON FLYING SERVICES OF WELSH LA DISMANTLED THE ENG & FOUND NO REASON FOR ENG STOPPAGE OR POWER LOSS. THE TEMPERATURE & DEW POINT WERE CONDUCIVE TO CARB ICING.

Brief of Accident (Continued)

File No. - 755

7/26/85

SAMSON,AL

A/C Reg. No. N3629K

Time (Lcl) - 1700 CDT

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
3. LOAD JETTISON - PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation LANDING - ROLL

Finding(s)

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

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 688      3/22/85      WINSLOW, AR      A/C Reg. No. N6475V      Time (Lc1) - 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	1	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	1	0	0
Accident Occurred During - DESCENT					

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

Make/Model - HELIO COURIER H-295	Eng Make/Model - LYCOMING G0480-G1D6	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 295 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SPRINGDALE, AR	Runway Ident - N/A
Wind Dir/Speed- 190/009 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 6.0 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 - 1200 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
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 - 5550
SE LAND, ME LAND, SE SEA	Months Since - 1	Make/Model- 2000
HELICOPTER	Aircraft Type - B-47	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- 10
		Last 90 Days- 45
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LEFT WING OF THE ACFT CONTACTED A TREE DURING AN ATTEMPTED TAKEOFF FROM A 1200 FT LONG GRASS FLD. THE ACFT THEN ROTATED 180 DEGS AND IMPACTED THE GROUND. THE PLT HAD LANDED THE ACFT IN THE FLD ON 3/21/85 WHEN DETERIORATING WX WAS ENCOUNTERED IN-FLIGHT. THE TAKEOFF WAS BEING MADE DOWNHILL WITH 40 FT TALL TREES AT THE END OF THE FLD. THE ACFT LIFTED OFF APRX 800 FT DOWN THE FLD. TAKEOFF WAS ATTEMPTED WITH A PASSENGER AND 90 TO 100 GALLONS OF FUEL ON BOARD (APRX 100 LBS BELOW MAX GROSS WT).

Brief of Accident (Continued)

File No. - 688

3/22/85

WINSLOW,AR

A/C Reg. No. N6475V

Time (Lc1) - 1300 CST

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

Finding(s)

1. OBJECT - TREE(S)
  2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
  3. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 680      4/19/85      MENA, AR      A/C Reg. No. N95UP      Time (Lcl) - 1440 CST

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

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

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

Make/Model - BEECH B95	Eng Make/Model - LYCOMING O-360-A1A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4100	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	LOCAL	INTERMTN. REGINAL
Wind Dir/Speed- 180/015 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 16000
SE LAND, ME LAND	Months Since - 3	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

N95UP WAS MAKING THE FIRST FLT AFTER BOTH ENGINES WERE OVERHAULED. THE OWNER OF THE OVERHAUL FACILITY WAS THE PILOT AND THE PASSENGER WAS THE FOREMAN WHO WAS RESPONSIBLE FOR INSTALLING ENGINES. A WITNESS WHO IS EMPLOYED ON THE AIRPORT HEARD THE ACFT TAKEOFF AND SAID THE ENGINES DID NOT SOUND RIGHT. HE FOLLOWED THE SOUND OF THE ACFT AND THEN SAW IT NE OF THE AIRPORT HEADING TOWARD THE MIDDLE OF THE N/S RWY, THE ONLY RWY AVAILABLE. THE ACFT WAS AT LOW ALT WITH THE LEFT PROP FEATHERED AND LANDING GEAR DOWN. WHEN THE ACFT WAS 1/4 MI FROM RWY IT HIT A 50 FT TALL PINE TREE, ROLLED INVERTED AND CRASHED. VMC WITH STRONG, GUSTY SURFACE WINDS PREVAILED AT THE TIME OF THE ACFT. ACCORDING TO THE OWNER'S MANUAL THE SINGLE ENGINE RATE OF CLIMB WITH GEAR UP AND PROP FEATHERED AT 2500 FT PRESSURE ALT FOR A 3500# ACFT IS &320 FT/MIN. FOR WINDMILLING PROP AND GEAR DOWN CONFIGURATION THE RATE OF CLIMB IS -230 FT/MIN. EXAM OF THE ACFT AND LEFT ENGINE DID NOT REVEAL EVIDENCE OF ANY PREIMPACT FAILURE/MALFUNCTION.

Brief of Accident (Continued)

File No. - 680

4/19/85

MENA, AR

A/C Reg. No. N95UP

Time (Lc1) - 1440 CST

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

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

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

Finding(s)  
2. OBJECT - TREE(S)  
3. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND  
4. WEATHER CONDITION - GUSTS  
5. ALTITUDE - NOT ATTAINED - PILOT IN COMMAND  
6. GEAR EXTENSION - PREMATURE - PILOT IN COMMAND  
-----

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 762      4/22/85      MENA,AR

A/C Reg. No. N8942Z

Time (Lcl) - 0816 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

	Fatal	Serious	Minor	None
Injuries				

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 310G

Eng Make/Model - LYCOMING TIO-540 SER

ELT Installed/Activated - UNK/NR

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 2

Stall Warning System - UNK/NR

Max Gross Wt - 4990

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 6

Rated Power - 310 HP

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

Weather Data

Wx Briefing - FSS

Method - IN PERSON

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 140/011 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 2000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - RAIN SHOWERS

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

FAYETTEVILLE,AR

Destination

CORPUS CHRISTI, TX

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Age - 38

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - YES

Total - 473

Last 24 Hrs - 1

SE LAND

Months Since - 18

Make/Model- 18

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 21

Last 90 Days- 32

Multi-Eng - 18

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED OUT OF CONTROL AFTER AN IN-FLT AIRFRAME FAILURE. THE PLT HAD ENTERED AN AREA OF THUNDERSTORMS AFTER BEING ADVISED THAT VFR FLT WAS NOT RECOMMENDED IN THAT AREA. THE PLT WAS SINGLE ENG RATED AND HIS FLT TIME IN THIS Z ENG ACFT WAS 18 HRS.



Brief of Accident (Continued)

File No. - 762

4/22/85

MENA,AR

A/C Reg. No. N8942Z

Time (Lc1) - 0816 CST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
6. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND

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

Finding(s)

8. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
9. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
10. WING - OVERLOAD
11. WING - FAILURE, TOTAL
12. FLIGHT CONTROL SURFACES/ATTACHMENTS - OVERLOAD
13. FLIGHT CONTROL SURFACES/ATTACHMENTS - FAILURE, TOTAL

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) 6,9

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. - 635      7/02/85      CORNING, AR      A/C Reg. No. N96092      Time (Lcl) - 1630 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage DESTROYED	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	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	MEMPHIS, TN	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	JONESBORO, AR	Runway Ident - N/A
Wind Dir/Speed- 270/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 4.000 SM	Type of Flight Plan - VFR	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - SOFT
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 45
	Months Since - N/A	Make/Model- 45
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT BECAME DISORIENTED WHILE ON A SOLO CROSS COUNTRY FLT. WHEN THE ACFT BECAME LOW ON FUEL THE PLT DECIDED TO LAND ON A PLOWED FLD. THE FLD WAS SOFT AND THE ACFT NOSED OVER SHORTLY AFTER TOUCHDOWN.

Brief of Accident (Continued)

File No. - 635

7/02/85

CORNING, AR

A/C Reg. No. N96092

Time (Lc1) - 1630 CDT

---

Occurrence            NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

1. BECAME LOST/DISORIENTED
  2.     IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRAINING - PILOT IN COMMAND
  3. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
  4. TERRAIN CONDITION - SOFT
  5.     UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 685      7/03/85      PARAGOULD, AR      A/C Reg. No. N5543X      Time (Lcl) - 1000 CDT

-----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 - AERO COMMANDER S2R	Eng Make/Model - P&W R-1340AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

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- 235/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1973
SE LAND	Months Since - 23	Make/Model- 1663
	Aircraft Type - C-172	Instrument- 48
		Last 24 Hrs - 8
		Last 30 Days- UNK/NR
		Last 90 Days- 175

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS BEING USED IN AERIAL APPLICATION OF ORDRAM WHEN ENGINE FAILED. A HARD LANDING RESULTED DURING THE FORCED LANDING IN AN OPEN FLD. INVESTIGATION REVEALED THE FLOAT NEEDLE SEAT ASS'Y BACKED OUT OF THE THREADS IN THE MAIN BODY OF THE CARBURETOR FAR ENOUGH TO HAVE RESULTED IN FUEL STARVATION TO THE CARBURETOR. THREADS ON ONE SIDE OF THE BRASS SEAT ASS'Y WERE FOUND SUBSTANTIALLY WORN.

Brief of Accident (Continued)

File No. - 685

7/03/85

PARAGOULD, AR

A/C Reg. No. N5543X

Time (Lc1) - 1000 CDT

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - FAILURE, TOTAL
2. FLUID, FUEL - STARVATION

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE
4. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 788      2/24/85      SCOTTSDALE, AZ      A/C Reg. No. N3608C      Time (Lcl) - 1715 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

	Fatal	Injuries Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	6

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

Make/Model      - BARNES FF-8-24  
Landing Gear      - UNK/NR  
Max Gross Wt      - UNK/NR  
No. of Seats      - UNK/NR

Eng Make/Model      - N/A  
Number Engines      - N/A  
Engine Type      - UNK/NR  
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- 275/004 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  
SAME AS ACC/INC  
Destination  
UNK

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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

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

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
  
FREE BALLOON

Age - UNK/NR  
Biennial Flight Review  
Current      - YES  
Months Since      - 6  
Aircraft Type      - UNK/NR

Medical Certificate - NO MEDICAL  
Flight Time (Hours)

Total	-	0	Last 24 Hrs	-	0
Make/Model-	197		Last 30 Days-	UNK/NR	
Instrument-	UNK/NR		Last 90 Days-	0	
Multi-Eng	- UNK/NR		Rotorcraft	- UNK/NR	

Instrument Rating(s) - NONE

-----Narrative-----

ON LANDING THE BALLOON TOUCHED DOWN SHORT OF THE DESIRED LANDING AREA. THE PILOT HEATED SLIGHTLY IN ORDER TO PROCEED TO SMOOTH FIELD. A STRONG GUST PICKED UP THE BALLOON AND TOOK IT INTO POWER LINES WHICH ARCED AND THE BALLOON CAUGHT FIRE. THE PILOT STATED THAT THE WINDS WERE 4 KNOTS GUSTING TO 20 KNOTS.

Brief of Accident (Continued)

File No. - 788

2/24/85

SCOTTSDALE, AZ

A/C Reg. No. N3608C

Time (Lcl) - 1715 MST

-----  
Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
  2. WEATHER CONDITION - GUSTS
  3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  4. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
  5. PERFORMANCE DATA - SELECTED - PILOT IN COMMAND
  6. PLANNED APPROACH - POOR - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 671      3/19/85      FLAGSTAFF,AZ      A/C Reg. No. N9734Q      Time (Lcl) - 2200 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
NONE

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

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

Eng Make/Model - LYCOMING O-320-E2C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - NWS  
Method - IN PERSON  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 280/002 KTS  
Visibility - 8.0 SM  
Lowest Sky/Clouds - 800 FT SCATTERED  
Lowest Ceiling - 4000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - RAIN SHOWERS  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
FLAGSTAFF,AZ  
Destination  
HAWTHORNE,CA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 54  
Biennial Flight Review  
Current - YES  
Months Since - 17  
Aircraft Type - B-19

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 592  
Make/Model- 528  
Instrument- 3  
Last 24 Hrs - 2  
Last 30 Days- 13  
Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

AFTER RECEIVING NUMEROUS WEATHER BRIEFINGS, THAT REPORTED INSTRUMENT METEOROLOGICAL CONDITIONS AND MARGINAL VISUAL METEOROLOGICAL CONDITIONS, THE PILOT TOOKOFF INTO THE DARK NIGHT, FOR HIS RETURN FLIGHT, OVER MOUNTAINOUS TERRAIN. THE AIRCRAFT IMPACTED A MOUNTAIN RIDGE, APPROXIMATELY 150 FEET BELOW THE CREST, ABOUT 6 MILES FROM THE AIRPORT OF DEPARTURE.



Brief of Accident (Continued)

File No. - 671

3/19/85

FLAGSTAFF, AZ

A/C Reg. No. N9734Q

Time (Lc1) - 2200 MST

---

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

Finding(s)

1. WEATHER CONDITION - RAIN
  2. LIGHT CONDITION - DARK NIGHT
  3. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND
  4. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
  5.        IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
  6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
- 

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

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

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. - 708      4/20/85      PRESCOTT,AZ      A/C Reg. No. N2403N      Time (Lcl) - 1500 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

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

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

Make/Model - PIPER PA 38-112  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 1670  
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 190/012 KTS

Visibility - 65.0 SM

Lowest Sky/Clouds - 15000 FT SCATTERED

Lowest Ceiling - 25000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

PHOENIX,AZ

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 59

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - PA-38

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2360

Make/Model- 490

Instrument- 110

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 87

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT DEPARTED RWY 21. THE REPORTED SURFACE WINDS WERE 190 DEGS AT 12 KTS GUSTING TO 29 KTS. THE ACFT WAS CLIMBING AT 200 FPM UNTIL REACHING 800 FT AGL. THE PLT REPORTED THAT HE CONSIDERED THE CLIMB RATE AS BEING TOO SLOW AND ELECTED TO NEGOTIATE A PRECAUTIONARY LANDING IN A SAGE BRUSH COVERED FIELD. DURING THE LANDING ROLL THE LEFT WING STRUCK A SECTION OF OLD FENCE POST WHICH WAS COVERED BY THE SAGE BRUSH. THE AIRPORT IS SURROUNDED BY MOUNTAINOUS TERRAIN AND IS SUBJECT TO EXTENSIVE DOWNDRAFTS. THE CALCULATED DENSITY ALTITUDE WAS 6200 FT.

Brief of Accident (Continued)

File No. - 708

4/20/85

PRESCOTT,AZ

A/C Reg. No. N2403N

Time (Lcl) - 1500 MST

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. JUDGEMENT - SELECTED - PILOT IN COMMAND
3. WEATHER CONDITION - DOWNDRAFT
4. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
7. OBJECT - FENCE

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 716      4/25/85      PINON,AZ      A/C Reg. No. N4877U      Time (Lcl) - 0715 MST

-----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	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During -APPROACH					

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

Make/Model - CESSNA TU-206G	Eng Make/Model - CONTINENTAL TSIO-520-M	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	PHOENIX,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PINON
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 19
Visibility - 35.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 525
SE LAND	Months Since - 20	Last 24 Hrs - 2
	Aircraft Type - TU-206G	Make/Model- 305
		Instrument- 8
		Last 30 Days- 8
		Last 90 Days- 22
		Multi-Eng - 5

Instrument Rating(s) - NONE

-----Narrative-----

AT THE CONCLUSION OF A CROSS COUNTRY BUSINESS FLT, PLT INITIATED A STRAIGHT IN APPROACH AFTER MONITORING THE WIND CONDITIONS BY OBSERVING A FLAG, WHICH HE REPORTED AS "LIMP." PLT REPORTED THAT TOUCHDOWN OCCURRED AT "50 KNOTS" FOLLOWING A FULL FLAP APPROACH AT "60 KNOTS." AFTER A SHORT GROUND ROLL, PLT SAID THE ACFT "FLOATED OFF THE RUNWAY" AND HE ADDED A SMALL AMOUNT OF PWR TO CUSHION THE NEXT TOUCHDOWN. PLT STATED THAT THE ACFT THEN DRIFTED OFF THE LEFT SIDE OF THE RUNWAY IN A WINGS LEVEL ATTITUDE AND HE INITIATED A GO-AROUND WITH THE ADDITION OF FULL POWER. PLT SAID HE BEGAN A SHALLOW RIGHT TURN TO MOVE BACK OVER THE RUNWAY AND THE ACFT CONTINUED TO BANK TO THE RIGHT UNTIL IMPACT WITH THE GROUND DESPITE FULL CONTROL APPLICATION IN THE APPPOSITE DIRECTION. EXAMINATION OF THE WRECKAGE FAILED TO REVEAL ANY PROBLEM WITH THE CONTROL SYSTEM.

Brief of Accident (Continued)

File No. - 716

4/25/85

PINON, AZ

A/C Reg. No. N4877U

Time (Lcl) - 0715 MST

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  2. GROUND LOOP/SWERVE - INITIATED - PILOT IN COMMAND
  3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    APPROACH - GO-AROUND (VFR)

Finding(s)

4. TERRAIN CONDITION - GROUND
  5. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
  6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 791      4/30/85      PARKER, AZ      A/C Reg. No. N2444R      Time (Lc1) - 1000 MST

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

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

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

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL O-470	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	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- 180/020 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point CHINO, CA</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>AVI SUQUILLA</p> <p>Runway Ident - 19</p> <p>Runway Lth/Wid - 4800/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
---	--	--

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND</p>	<p>Age - 64</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 4</p> <p>Aircraft Type - PA-28</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 8000</p> <p>Make/Model- 500</p> <p>Instrument- 0</p> <p>Multi-Eng - 350</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p>
---	---	--

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE ENCOUNTERED SHIFTING WINDS ON LANDING AT HIS DESTINATION AIRPORT AND THAT TURBULENCE WAS SEVERE. THERE IS NO RECORD OF A WEATHER BRIEFING PRIOR TO DEPARTURE.

Brief of Accident (Continued)

File No. - 791

4/30/85

PARKER, AZ

A/C Reg. No. N2444R

Time (Lcl) - 1000 MST

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

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
  2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
- 

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

Finding(s)

3. WEATHER CONDITION - WINDSHEAR
- 

----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. - 719      5/09/85      CASA GRANDE,AZ      A/C Reg. No. N38767      Time (Lcl) - 0940 MST

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

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

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

Make/Model - HILLER 12-C	Eng Make/Model - FRANKLIN 6V4-200-C33	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CASA GRANDE,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	THREE POINT
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 75.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3850/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE	SIMULATED FORCED LANDING	
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)
ATP,CFI	Current - YES	Total - 11140
SE LAND,ME LAND	Months Since - 14	Make/Model- 360
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 1200
		Multi-Eng - 2550
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 180
		Rotorcraft - 540

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS DEMONSTRATING AUTOROTATIONS TO A TOUCHDOWN ON A DIRT RWY INTO A 5 KT HEADWIND. ON THE FINAL LANDING HE SAID THAT THE TOUCHDOWN FELT THE SAME AS OTHERS HE HAD DONE. SPEED AT TOUCHDOWN WAS 15 MPH AND THE HELICOPTER SLID FORWARD IN A STRAIGHT LINE FOR A DISTANCE OF ABOUT 3 HELICOPTER LENGHTS. AS IT CAME TO A STOP THE LEFT SIDE OF THE FORWARD CROSSOVER TUBE FAILED, THE LEFT SKID COLLAPSED, AND A MAIN ROTOR BLADE STRUCK THE TAIL BOOM.



Brief of Accident (Continued)

File No. - 719

5/09/85

CASA GRANDE, AZ

A/C Reg. No. N38767

Time (Lcl) - 0940 MST

-----  
Occurrence #1        GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

1. LANDING GEAR, SKID ASSEMBLY - FAILURE, PARTIAL
  2. JUDGEMENT - POOR - PILOT IN COMMAND
  3. LANDING GEAR, SKID ASSEMBLY - OVERLOAD
- 

Occurrence #2        PROPELLER/ROTOR CONTACT  
Phase of Operation    LANDING - ROLL

Finding(s)

4. MISC ROTORCRAFT, TAIL BOOM - PENETRATED
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 761      5/28/85      SAN MANUEL,AZ      A/C Reg. No. N1475M      Time (Lcl) - 1930 MST

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

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

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

Make/Model - CESSNA TU-206E	Eng Make/Model - CONTINENTAL TS10-520-C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	UNKNOWN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	Runway Ident - N/A
Wind Dir/Speed- 250/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 25000 FT THIN OVC	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 4775
SE LAND,ME LAND	Months Since - 15	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 0
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THIS PLT WAS ATTEMPTING TO AIR DROP ILLEGAL DRUGS TO SOMEONE ON THE GROUND. WHILE EXECUTING AN INTENTIONAL LOW PASS, AT DUSK, THEACFT INADVERTENTLY COLLIDED WITH A CACTUS TREE & CRASHED.

Brief of Accident (Continued)

File No. - 761

5/28/85

SAN MANUEL, AZ

A/C Reg. No. N1475M

Time (Lc1) - 1930 MST

---

Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING

Finding(s)

1. LIGHT CONDITION - DUSK
  2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  3. OBJECT - TREE(S)
  4. LOW PASS - INTENTIONAL - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 706      7/26/85      PRESCOTT, AZ      A/C Reg. No. N4422P      Time (Lcl) - 0543 MST

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

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

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

Make/Model - HUFF SONERAI IIL	Eng Make/Model - VOLKSWAGON 1	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - UNK/NR	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	ERNEST A. LOVE
Wind Dir/Speed- 190/007 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7618/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 377
SE LAND	Months Since - 1	Last 24 Hrs - 131
	Aircraft Type - C-152	Make/Model- UNK/NR
		Instrument- 0
		Last 30 Days- 1
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPTD THAT DURING THE TAKEOFF OFF ROLL, HE APPLIED BACK PRESSURE TO THE CONTROL STICK WHEN THE ACFT REACHED 60 KNOTS. THE AIRCRAFT BEGAN AN IMMEDIATE CLIMB AT A STEEP ANGLE, STALLED AND CRASHED ON TO THE RWY. THIS WAS THE INITIAL FLIGHT FOR THIS HOMEBUILT ACFT.

Brief of Accident (Continued)

File No. - 706

7/26/85

PRESCOTT, AZ

A/C Reg. No. N4422P

Time (Lcl) - 0543 MST

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

Finding(s)

1. LIFT-OFF - 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. - 722      1/07/85      DEATH VALLEY, CA      A/C Reg. No. N8889A      Time (Lc1) - 1050 PST

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

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

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

Make/Model - BEECH B-35	Eng Make/Model - CONT MOTOR E-225-4	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 225 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CORONA, CA	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - IMC	CARSON CITY, NV	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 100 FT OBSCURED	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 400
SE LAND	Months Since - 0	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model - 10
		Last 30 Days - 8
		Instrument - 5
		Last 90 Days - 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT GOT AN EXTENDED WX FCST THE DAY PRIOR TO DEPARTURE WHICH INDICATED BKN TO OVC CLOUDS BASED AT ABOUT 8,000 FT FOR THE FIRST PART OF THE TRIP & SCT TO BKN CLOUDS FOR THE LAST HALF. MOUNTAIN AREAS WERE PREDICTED TO BE OBSCURED. PLT WAS ENCOURAGED TO CALL IN THE MORNING FOR A DETAILED UPDATE, HOWEVER, NO RECORD OF ANY CONTACT WAS FOUND. NO FLT PLAN WAS FILED & THE ACFT DEPARTED AT ABOUT 0900 HRS ON AN UNKNOWN ROUTE FOR THE DESTINATION. THE ACFT WRECKAGE WAS LOCATED BY ELT SIGNAL & SEARCH ACFT AT 6,200 FT MSL ON A MOUNTAIN SIDE AT THE END OF A BOX CANYON. A WITNESS AT THE BOTTOM OF THE CANYON (ABOUT 4,000 FT MSL) REPORTED VISIBILITY 100 FT IN FOG & RAIN AT THE TIME OF THE ACCIDENT. WX CONDITIONS ALONG THE GENERAL ROUTE OF FLT WERE WORSE THAN THE FCST PLT RECEIVED THE DAY PRIOR, WITH CEILINGS IN 3,000 FT RANGE & TOPS TO 22,000. DESTINATION APRT WAS ONE-QUARTER MILE IN SNOW AT THE TIME OF THE ACCIDENT. THE WX CONDITIONS ON THE DAY OF THE ACCIDENT WERE ACCURATELY REPORTED IN WX INFO AVAILABLE TO THE PLT

Brief of Accident (Continued)

File No. - 722

1/07/85

DEATH VALLEY, CA

A/C Reg. No. N8889A

Time (Lc1) - 1050 PST

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
4. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
5. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
8. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
9. JUDGEMENT - POOR - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 723      1/10/85      HESPERIA, CA      A/C Reg. No. N210NF      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

DESTROYED

Fire

NONE

Crew      0  
Pass      0

Fatal      0  
0

Injuries  
Serious      0  
Minor      1  
0

None      0  
0

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

Make/Model      - CESSNA T210L  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3400  
No. of Seats      - 6

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

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed      - 030/015 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  
TORRANCE, CA  
Destination  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

HESPERIA  
Runway Ident      - 03  
Runway Lth/Wid      - 3950/ 75  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

Pilot-In-Command

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

Age - 54

Biennial Flight Review

Current      - YES  
Months Since      - 9  
Aircraft Type      - T210L

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 2260      Last 24 Hrs - 1  
Make/Model- 826      Last 30 Days- 11  
Instrument- 220      Last 90 Days- 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPTD THAT SHORTLY AFTER ENTERING THE DOWNWIND LEG FOR RY 03 HE COMPLETED THE PRELANDING CHECKLIST. WHILE ON FINAL APPROACH THE ACFT EXPERIENCED A TOTAL LOSS OF ENGINE POWE. THE ACFT ALTITUDE WAS TOO LOW TO NEGOTIATE A LANDING ON THE RY & THE PLT ELECTED TO LAND ADJACENT TO A ROAD ABOUT 1/4 MILES SOUTHWEST OF THE APPROACH END OF THE RY. PRIOR TO TOUCHDOWN THE ACFT COLLIDED WITH A TREE. THE FUEL SELECTOR WAS FOUND IN THE RIGHT FUEL TANK POSITION. THE RIGHT FUEL TANK & ITS ASSOCIATED FUEL TANK RESRVOIR WERE EMPTY. THE FUEL TANK SYSTEM WAS NOT COMPROMISED. NO FUEL WAS FOUND THROUGHOUT THE ENGINE FUEL SYSTEM. THE LEFT WING FUEL TANK CONTAINED ABOUT 32 GALLONS OF FUEL.



Brief of Accident (Continued)

File No. - 723

1/10/85

HESPERIA,CA

A/C Reg. No. N210NF

Time (Lc1) - 1230 PST

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

Finding(s)

1. FLUID,FUEL - STARVATION
2. CHECKLIST - IMPROPER USE OF - PILOT IN COMMAND
3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

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

Finding(s)

4. - 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) 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. - 652      1/10/85      BALLICO,CA      A/C Reg. No. N68444      Time (Lcl) - 1530 PST

-----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	0	0	0
Accident Occurred During -LANDING				

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

Make/Model - FAIRCHILD M-62C	Eng Make/Model - P&W R-985	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 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	TURLOCK,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 340/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6080
SE LAND	Months Since - 3	Make/Model- 270
	Aircraft Type - C-182	Instrument- 12
		Last 24 Hrs - 1
		Last 30 Days- 1
		Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

AT THE CONCLUSION OF A LOCAL AERIAL APPLICATION FLT, ACFT EXPERIENCED A LOSS OF POWER AND COLLIDED WITH TREES DURING THE SUBSEQUENT FORCED LANDING. EXAMINATION OF THE AIRCRAFT REVEALED A BROKEN FUEL FEED LINE AFT OF THE WOBBLE PUMP AND NO FUEL IN THE LINES OR COMPONENTS FORWARD OF THAT POINT.

Brief of Accident (Continued)

File No. - 652

1/10/85

BALLICO,CA

A/C Reg. No. N68444

Time (Lc1) - 1530 PST

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

Finding(s)  
1. FUEL SYSTEM,LINE - FAILURE,TOTAL  
2. FLUID,FUEL - STARVATION  
-----

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

Finding(s)  
3. TERRAIN CONDITION - NONE SUITABLE  
4. 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) 3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 655      1/11/85      SAN JOSE, CA      A/C Reg. No. N4691Q      Time (Lcl) - 2227 PST

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

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

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

Make/Model - CESSNA T210L	Eng Make/Model - CONTINENTAL TS10-520	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	PHOENIX, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAN JOSE, CA	SAN JOSE MUNI
Wind Dir/Speed- 300/008 KTS	ATC/Airspace	Runway Ident - 30R
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4419/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - 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)
PRIVATE	Current - YES	Total - 1015
SE LAND	Months Since - 19	Last 24 Hrs - 10
	Aircraft Type - F35	Make/Model- 245
		Instrument- 41
		Last 30 Days- 19
		Last 90 Days- 55

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FIRST LEG OF THE FLIGHT, PLT DISCOVERED THAT LANDING GEAR WOULD NOT EXTEND. PRESSURIZING "DOWN SIDE" WITH EMERGENCY HAND PUMP ALLOWED NORMAL OPERATION OF THE LANDING GEAR. ON RETURN FLT TO SAN JOSE, PLT TRIED TO EXTEND THE GEAR BUT SYSTEM WOULD NOT WORK WITH EITHER THE NORMAL OR EMERGENCY SYSTEM. ACFT LANDED GEAR UP AND INCURRED SUBSTANTIAL DAMAGE. SUBSEQUENT EXAMINATION OF THE HYDRAULIC SYSTEM DISCLOSED A ONE-HALF INCH PIECE OF PACKING IN THE NOSE GEAR MANIFOLD NEAR THE DOOR CLOSE VALVE, AND A THERMAL RELIEF VALVE STUCK IN THE OPEN POSITION BY A BUILD-UP OF "DARK COLORED GREASY RESIDUE" ON THE SPRING.

Brief of Accident (Continued)

File No. - 655

1/11/85

SAN JOSE, CA

A/C Reg. No. N4691Q

Time (Lcl) - 2227 PST

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

Finding(s)-

1. HYDRAULIC SYSTEM, RELIEF VALVE - CONTAMINATION
- 

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

Finding(s)

2. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND
  3. WHEELS UP LANDING - INITIATED - 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. - 794      1/12/85      EL MONTE, CA      A/C Reg. No. N34212      Time (Lc1) - 1447 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  
1  
1

Minor  
0  
0

None  
0  
0

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

Make/Model - CESSNA 177B  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2500  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1F6D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 010/007 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
HOLTVILLE, CA  
Destination  
EL MONTE, CA

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

EL MONTE  
Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - GRASS/TURF  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 52

Biennial Flight Review

Current - YES  
Months Since - 6  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 6098  
Make/Model- 584  
Instrument- 1208  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENGINE LOST PWR & WAS RESTARTED TWICE BEFORE IT QUIT. THE ACFT LANDED IN A DRY RIVERBED TWO MILES SOUTH OF THE ARPT. TWO OUNCES OF FUEL WERE FOUND AT THE SCENE. WINDS WERE SLIGHTLY GREATER THAN FORECAST. FOUR TAXI/RUNUP/TAKEOFF/CLIMBS HAD BEEN MADE SINCE REFUELING AND THE PILOT HAD FLOWN SEVERAL DIVERSIONS. HE MISTAKENLY THOUGHT THAT HE HAD TOPPED THE TANKS AT THE LAST REFUELING & FAILED TO CHECK VISUALLY PRIOR TO THE LAST TAKEOFF.

Brief of Accident (Continued)

File No. - 794

1/12/85

EL MONTE, CA

A/C Reg. No. N34212

Time (Lc1) - 1447 PST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
4. WEATHER CONDITION - HIGH WIND
5. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
6. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND

Occurrence #2      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) 1,2,3

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. - 724 1/24/85 HELENDALE,CA

A/C Reg. No. N3983D

Time (Lcl) - 1545 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

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

Make/Model - PIPER PA-24-400  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3600  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-720-A1A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 400 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 360/005 KTS

Visibility - 60.0 SM

Lowest Sky/Clouds - 4500 FT SCATTERED

Lowest Ceiling - 8000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BOULDER CITY,NV

Destination

LANCASTER,CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 61

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 9997	Last 24 Hrs	- 2
Make/Model	- 9	Last 30 Days	- 8
Instrument	- 271	Last 90 Days	- 8
Multi-Eng	- 1754		

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER INITIATING AN ENROUTE LETDOWN, THE ACFT EXPERIENCED A CATASTROPHIC ENGINE FAILURE AT ABOUT 4,500 FT MSL. PLT SELECTED A ROAD FOR AN ATTEMPTED EMERGENCY LANDING, BUT A CAR TURNED ONTO THE ROAD IN FRONT OF HIM AND FORCED A DIVERSION TO A NEARBY FIELD. THE ACFT ENCOUNTERED BERMS, RUTS AND CLUMPS OF BUSHES AFTER TOUCHDOWN. EXAMINATION OF THE ENGINE REVEALED THAT THE NUMBER 6 CYLINDER CONNECTING ROD HAD FAILED NEAR THE CRANKSHAFT END WITH HIGH CYCLE FATIGUE EVIDENT OVER ABOUT 60% OF THE MATERIAL THICKNESS. EXAMINATION OF THE ACFT MAINTENANCE RECORDS DISCLOSED THAT SINCE MANUFACTURE IN 1964, THE ACFT HAD ACCRUED A TOTAL OF 1,299 HRS, WITH ONLY 109 HRS IN OPERATION SINCE 1976. LYCOMING PUBLICATIONS INDICATED THAT THE ROD HAD BEEN SUPERCEDED IN PRODUCTION SEVERAL TIMES, WITH THIS PARTICULAR PART NUMBER NOT ALLOWED FOR REUSE AT OVERHAUL. THE MANUFACTURERS RECOMMENDED OVERHAUL PERIOD IS 1,800 HRS OR 10 YEARS TIME IN SERVICE, WHICHEVER COMES FIRST.



Brief of Accident (Continued)

File No. - 724

1/24/85

HELENDALE, CA

A/C Reg. No. N3983D

Time (Lc1) - 1545 PST

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

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
2. MAINTENANCE - POOR - OTHER PERSON
3. MAINTENANCE,ANNUAL INSPECTION - POOR - OTHER MAINTENANCE PSNL
4. MAINTENANCE,REPLACEMENT - NOT PERFORMED - OTHER PERSON

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

Finding(s)

5. TERRAIN CONDITION - NONE SUITABLE

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

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

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

Brief of Accident

File No. - 703      1/31/85      BISHOP, CA      A/C Reg. No. N2129G      Time (Lcl) - 1124 PST

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

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

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

Make/Model - PIPER PA-32RT-300T	Eng Make/Model - LYCOMING TIO-540	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	MAMMOTH LAKES, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ONTARIO, CA	BISHOP
Wind Dir/Speed- 360/010 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7500/ 100
Lowest Sky/Clouds - 9000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - 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 - 288
SE LAND	Months Since - 15	Last 24 Hrs - 1
	Aircraft Type - C-172	Make/Model- 22
		Last 30 Days- 22
		Instrument- 4
		Last 90 Days- 32

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPTD THAT SHORTLY AFTER LEVELING OFF AT 11500 FT MSL, THE ENGINE EXPLODED CAUSING BOTH WINDSCREENS TO BE COVERED WITH OIL AND FIRE. THE FIRE STOPPED DURING THE EMERGENCY DESCENT. THE ACFT LANDED ON RY 30 AT BISHOP ARPT, BISHOP, CA WITHOUT FURTHER INCIDENT. DISASSEMBLY EXAMINATION OF THE ENGINE REVEALED CRANKSHAFT FAILED AT THE SHORT CHEEK BETWEEN THE NO. 3 MAIN JOURNAL & THE NO. 4 CRANKPIN. THE NOS. 3 & 4 CONNECTING RODS & CAMSHAFT WERE FRACTURED. THE PISTONS SHOWED NO EVIDENCE OF ANY DETONATION. THE BACKSIDE OF THE CON RODS, MAIN JOURNAL BEARINGS & BOTH HALVES OF THE CRANKCASE SHOWED EXTENSIVE FRETTING SIGNATURES INDICATING MISALIGNMENT DURING MANUFACTURE. METALLURGICAL EXAMINATION REVEALED THE CRANKSHAFT FAILED IN FATIGUE. ALL OTHER FRACTURES WERE OVERLOAD SUBSEQUENT TO THE CRANKSHAFT FAILURE. THE ENGINE HAD ACCUMULATED 602 FLT HOURS SINCE NEW.

Brief of Accident (Continued)

File No. - 703

1/31/85

BISHOP,CA

A/C Reg. No. N2129G

Time (Lc1) - 1124 PST

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

Finding(s)

1. ENGINE ASSEMBLY,CRANKSHAFT - FAILURE,TOTAL
2. MAINTENANCE,ALIGNMENT - IMPROPER - MANUFACTURER
3. ENGINE ASSEMBLY,CRANKSHAFT - FATIGUE
4. ENGINE ASSEMBLY,CONNECTING ROD - OVERLOAD

Occurrence #2 FIRE  
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. FLUID,OIL - FIRE

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 704      2/06/85      CAMARILLO, CA      A/C Reg. No. N3258P      Time (Lcl) - 1210 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
Accident Occurred During	-TAKEOFF	NONE	Pass	0	0	0

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

Make/Model	- MILENTZ QUICKIE 02	Eng Make/Model	- REUMASTER 1	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- UNK/NR	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	ON AIRPORT	
Method	- N/A		
Completeness	- N/A	Airport Data	
Basic Weather	- VMC	CAMARILLO	
Wind Dir/Speed	- 200/009 KTS	Runway Ident	- 26
Visibility	- 16.0 SM	Runway Lth/Wid	- 6020/ 150
Lowest Sky/Clouds	- CLEAR	Runway Surface	- CONCRETE
Lowest Ceiling	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 585	Last 24 Hrs - 2
SE LAND	Months Since - 23	Make/Model - 26	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 63	Last 90 Days - 33
		Multi-Eng - 11	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON A LOCAL TEST FLT FOR THE RECENTLY CONSTRUCTED EXPERIMENTAL HOMEBUILT ACFT, PLT EXPERIENCED AN ON GROUND LOSS OF CONTROL DURING THE TAKEOFF GROUND ROLL, VEERED OFF THE RUNWAY AND CARTWHEELED AFTER ENCOUNTERING PLOWED FURROW. PLT STATED THAT THE TAKEOFF ROLL WAS NORMAL UNTIL ACHIEVING ABOUT 65 KNOTS WHEN THE ACFT TAIL UNEXPECTEDLY ROSE OFF THE GROUND. AFT PITCH CONTROL INPUT RESULTED IN THE ACFT NOSE LEAVING THE GROUND. ACFT "BOUNCED" ONCE OFF THE RUNWAY AND PLT REDUCED POWER TO IDLE. ACFT THEN "PILED IN AGAIN," AFTER WHICH IT SLID OFF THE LEFT SIDE OF THE RUNWAY, ENCOUNTERED A SERIES OF PLOWED FURROWS AND "CARTWHEELED MULTIPLE TIMES." PLT SAID THERE WAS NO MECHANICAL MALFUNCTION OF THE ACFT.

Brief of Accident (Continued)

File No. - 704

2/06/85

CAMARILLO, CA

A/C Reg. No. N3258P

Time (Lc1) - 1210 PST

---

Occurrence #1      LOSS OF CONTROL - ON GROUND

Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
  2. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
  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) 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. - 653      2/13/85      SANTA MARIA,CA      A/C Reg. No. N81DA      Time (Lcl) - 0728 PST

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

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

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

Make/Model	- BEECH BE-18	Eng Make/Model	- P&W R985-14B	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL RETRACTABLE	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 9900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 450 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	ONTARIO,CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SANTA MARIA
Wind Dir/Speed- 040/013 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6300/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - YES	Total - 6030
SE LAND,ME LAND	Months Since - 4	Make/Model- 400
	Aircraft Type - H-18	Instrument- 3
		Multi-Eng - 3054
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 120

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPTD THAT DURING THE LANDING ROLLOUT ON RWY 30, A GUST OF WIND CAUSED THE ACFT RIGHT WING TO LIFT. THE PLT WAS UNABLE TO CORRECT THE UPLIFTING WING AND THE ACFT ENTERED INTO A LEFT GROUNDLOOP MANEUVER & EXITED THE RWY. THE LOCAL CONTROLLER REPORTED THE PLT REQUESTED & RECEIVED LANDING INSTRUCTION ABOUT 8 MINUTES BEFORE THE ACCIDENT & THE ACFT WAS CLEARED FOR A STRAIGHT IN APCH TO RWY 30. THE SURFACE WINDS WERE 320 DEGS AT 8 KTS. APRX 4 MINUTES BEFORE THE ACCIDENT, THE PLT REQUESTED AND RECEIVED THE SURFACE WIND INFORMATION. THE WINDS WERE FROM 360 DEGS AT 14 KTS.

Brief of Accident (Continued)

File No. - 653

2/13/85

SANTA MARIA, CA

A/C Reg. No. N81DA

Time (Lcl) - 0728 PST

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

Finding(s)

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

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

Finding(s)

5. LANDING GEAR, MAIN GEAR - SEPARATION
  6. LANDING GEAR, MAIN GEAR - OVERLOAD
- 

----Probable Cause----

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

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. - 637      2/16/85      FULLERTON, CA      A/C Reg. No. N732DT      Time (Lc1) - 1202 PST

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

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

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

Make/Model - CESSNA T210L	Eng Make/Model - CONTINENTAL IO-520-L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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		
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FULLERTON, CA	FULLERTON
Wind Dir/Speed- 200/004 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3121/ 75
Lowest Sky/Clouds - 20000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE		
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 - 1005
SE LAND	Months Since - 16	Last 24 Hrs - 1
	Aircraft Type - C-182	Make/Model- 205
		Instrument- 0
		Last 30 Days- 1
		Last 90 Days- 39

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT & GND WITNESSES RPTD THE ACFT TOUCHED DOWN AT OR BEYOND MIDFIELD AT AN EXESSEIVE SPEED. THE ACFT CONTINUED THE LANDING ROLL, EXITED THE RWY & ENTERED SOFT DIRT AREA WEST OF THE DEPARTURE END OF THE RWY. UPON ENTERING THE DIRT AREA THE NOSE GEAR SUNK IN THE DIRT & THE ACFT BEGAN TO NOSE OVER. DURING THE NOSE OVER SEQUENCE, THE ACFT STRUCK AN ARPT BOUNDARY FENCE & CAME TO REST INVERTED ON DALE STREET ALONG RWY 24 EXTENDED CENTERLINE. RWY 24 HAS A TWO BAR VASI & ITS LANDING DISTANCE IS 2858 FT. THE ACFT EXAMINATION DISCLOSED THE FLAPS WERE IN THE APCH POSITION. BOTH MAIN GEAR TIRES EXHIBITED SEVERAL FLAT SPOTS AREAS. BOTH BRAKE DISCS EXHIBITED OVERHEATING SIGNATURES. THE BRAKE SYSTEM OPERATED NORMALLY. TIRE MARKS BEGAN APRX 1000 FT EAST OF THE DEPARTURE END OF THE RWY & CONTINUED TO THE MAIN WRECKAGE AREA. THE SURFACE WINDS WERE 200 DEGS AT 4 KTS.



Brief of Accident (Continued)

File No. - 637

2/16/85

FULLERTON, CA

A/C Reg. No. N732DT

Time (Lc1) - 1202 PST

Occurrence #1      OVERRUN

Phase of Operation      LANDING - ROLL

1. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
4. AIRSPEED - EXCESSIVE - PILOT IN COMMAND

Occurrence #2      NOSE GEAR COLLAPSED

Phase of Operation      LANDING - ROLL

Finding(s)

5. LANDING GEAR, NOSE GEAR ASSEMBLY - SEPARATION
6. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
7. TERRAIN CONDITION - SOFT

Occurrence #3      NOSE OVER

Phase of Operation      LANDING - ROLL

Occurrence #4      ON GROUND COLLISION WITH OBJECT

Phase of Operation      LANDING - ROLL

Finding(s)

8. OBJECT - FENCE

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 789      3/01/85      BAKERSFIELD,CA      A/C Reg. No. N89716      Time (Lcl) - 1015 PST

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

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point BAKERSFIELD,CA	Airport Data
Method - N/A	Destination LOCAL	POSO KERN COUNTY
Completeness - N/A	ATC/Airspace	Runway Ident - 34
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 60
Wind Dir/Speed- 310/005 KTS	Type of Clearance - NONE	Runway Surface - ASPHALT
Visibility - 6.0 SM	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Lowest Sky/Clouds - CLEAR	FULL STOP	
Lowest Ceiling - 25000 FT BROKEN		
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 - 34
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 34
		Last 30 Days- 5
		Instrument- 3
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN AUTHORIZED LOCAL SOLO PRACTICE FLT, THE 31-HOUR STUDENT WAS PERFORMING TAKEOFFS AND LANDING. ACCORDING TO PLT, SECOND LANDING WAS "HARD" AND A NOSE WHEEL SHIMMY WAS NOTED DURING THE TAXI-BACK FOR TAKEOFF. JUST BEFORE LIFTOFF ON THE NEXT TAKEOFF, THE ACFT VEERED SHARPLY TO THE LEFT OFF THE RUNWAY, CROSSED A TAXIWAY AND COLLIDED WITH AN EMBANKMENT OF DRYING PISTACHIO HULLS ARRANGED PARALLEL TO THE TAXIWAY. PLT STATED THAT THERE WAS NO MECHANICAL MALFUNCTION OF THE ACFT.

Brief of Accident (Continued)

File No. - 789

3/01/85

BAKERSFIELD, CA

A/C Reg. No. N89716

Time (Lc1) - 1015 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 639      3/18/85      LEE VINING,CA      A/C Reg. No. N8567G      Time (Lcl) - 1425 PST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	MAMMOTH,CA	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - IMC	RENO,NV	LEE VINING
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 200 FT OBSCURED	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW SHOWER		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 65	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - 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 ACFT COLLIDED BELOW THE CREST OF AN 8100 FT (MSL) MTN ON A FLT FROM MAMMOTH-JUNE LAKES ARPT (MMH), MAMMOTH, CA, TO RENO, NV, WHILE EXECUTING A LEFT TURN COURSE REVERSAL. THERE WERE NO WITNESSES TO THE ACCIDENT. WITNESSES REPORTED SEEING THE ACFT FLYING AT ABOUT 100 AGL ALONG HWY 395. THE WITNESSES ALSO RPTD LOW CEILING & VIS PREVAILED. THE PLT OBTAINED A WX BRIEFING PRIOR TO DEPARTING MMH & WAS INFORMED THAT THE MTN TOPS WERE OBSCURED BY LOW CLOUDS & SNOW SHOWER ALONG THE PROPOSED ROUTE OF FLT. THE PLT STATED HE WOULD WAIT AWHILE & DEPART. HE WOULD RETURN TO MMH IF HE COULD NOT NEGOTIATE THE HIGH MTNS. EXAMINATION OF THE ACFT WRECKAGE DISCLOSED NO EVIDENCE OF ANY PREEXISTING MALFUNCTIONS OR FAILURES. THE ACFT WAS DESTROYED BY IMPACT/POST-IMPACT FIRE. THE PROP ASS'Y DISCLOSED EVIDENCE OF POWER BEING DEVELOPED AT THE TIME OF IMPACT.

### Brief of Accident (Continued)

File No. - 639

3/18/85

LEE VINING, CA

A/C Reg. No. N8567G

Time (Lc1) - 1425 PST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. WEATHER CONDITION - SNOW
4. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
5. WEATHER CONDITION - WHITEOUT
6. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND

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

**Finding(s)**

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY  
8. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

----Probable Cause----

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

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

Brief of Accident

File No. - 636      4/02/85      FULLERTON, CA      A/C Reg. No. N8190U      Time (Lc1) - 1528 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	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 - TAKEOFF					

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	FULLERTON
Wind Dir/Speed- 220/008 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3121/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	GO AROUND	
Precipitation - NONE	TOUCH AND GO	
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 324
	Months Since - N/A	Last 24 Hrs - 7
	Aircraft Type - N/A	Make/Model- 324
		Last 30 Days- 84
		Instrument- 21
		Last 90 Days- 300

Instrument Rating(s) - NONE

-----Narrative-----

GND WITNESS & THE STUDENT PLT RPTD UPON TOUCHDOWN THE ACFT BEGAN TO BOUNCE. AFTER SEVERAL BOUNCES THE PLT BEGAN TO GO-AROUND UPON REACHING MIDFIELD. AFTER LIFT OFF THE ACFT BEGAN TO SINK AND COLLIDED WITH THE ARPT BOUNDARY FENCE. WHEN EXECUTING THE GO-AROUND THE PLT APPLIED FULL THROTTLE WITHOUT CLOSING THE CARB HEAT & IMMEDIATELY RAISED THE FLAPS. FULL THROTTLE WITH CARB HEAT ON WOULD SIGNIFICANTLY REDUCE THE ENGINE POWER & RAISING THE FLAPS WOULD CAUSE THE ACFT TO DVLP A HIGH SINK RATE UNDER THESE CONDITIONS. THE PLT RPTD SHE HAD EXPERIENCED BOUNCED LNDGS & HAD PERFORMED GO-AROUNDS DURING HER TRAINING, BUT THAT DURING THOSE TIMES SHE WAS DIRECTED BY THE INSTRUCTOR IN THE RECOVERY PROCESS AND SHE HAD NEVER RECEIVED FORMAL INSTRUCTION IN THE RECOVERY PROCESS. THE PLT'S FLIGHT RECORD DISCLOSED NO EVIDENCE THAT THE PLT RECEIVED ANY INSTRUCTION IN THESE AREAS. THE PLT'S LOGBOOK DISCLOSED 3 ENTRIES WHERE THE PLT RECEIVED TRAINING IN GO-AROUND MANEUVERS.

Brief of Accident (Continued)

File No. - 636

4/02/85

FULLERTON, CA

A/C Reg. No. N8190U

Time (Lcl) - 1528 PST

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

Finding(s)

1. PLANNED APPROACH - POOR - PILOT IN COMMAND
2. FLARE - IMPROPER - PILOT IN COMMAND

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

Finding(s)

3. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING (EMERGENCY PROCEDURE(S)) - FLIGHT INSTRUCTOR (ON GROUND)

Occurrence #3        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

4. OBJECT - FENCE
5. GO-AROUND - DELAYED - PILOT IN COMMAND
6. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
7. RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 707      4/14/85      CONCORD, CA      A/C Reg. No. N8304U      Time (Lcl) - 1004 PST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	SAME AS ACC/INC	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BUCHANAN FIELD
Wind Dir/Speed- 320/008 KTS	ATC/Airspace	Runway Ident - 01
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2768/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 27
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 14
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT WAS PRACTICING TOUCH & GO TAKEOFFS AND LANDINGS. ON THE FIFTH APPROACH TO A LANDING THE STUDENT PLT REPORTED THAT THE ACFT WAS A LITTLE HIGH AND HE APPLIED FULL FLAPS. THE ACFT BOUNCED ON INITIAL TOUCH DOWN. WHILE ATTEMPTING TO RECOVER FROM THE BOUNCED LANDING THE PROPELLER CONTACTED THE RY CAUSING THE NOSE WHEEL TO COLLAPSE.



Brief of Accident (Continued)

File No. - 707

4/14/85

CONCORD, CA

A/C Reg. No. N8304U

Time (Lcl) - 1004 PST

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

Finding(s)  
1. PLANNED APPROACH - POOR - PILOT IN COMMAND  
2. FLARE - IMPROPER - PILOT IN COMMAND  
-----

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

Finding(s)  
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) 1,2

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 717      4/14/85      MOORPARK,CA      A/C Reg. No. N8188N      Time (Lcl) - 1851 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Fatal

0

Crew

0

Pass

0

Injuries

Serious

0

Minor

0

None

1

0

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

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

Eng Make/Model - LYCOMING O-320-E2A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - UNK/NR

Wind Dir/Speed- 180/006 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 500 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

APPLE VALLEY,CA

Destination

PACOIMA,CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - CONCRETE

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)

STUDENT

Age - 60

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 103

Make/Model- 61

Instrument- 1

Last 24 Hrs - UNK/NR

Last 30 Days- 3

Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT BECAME DISORIENTED WHILE ON A SOLO X-COUNTRY FLT DURING WICH HE WAS ON TOP OF AN OVERCAST. FUEL EXHAUSTION OCCURRED WHILE HE WAS BEING RADAR VECTORED TO AN ARPT. A FORCED LANDING WAS ATTEMPTED ON A FREEWAY OFFRAMP AND THE ACFT'S WING STRUCK A GUARD RAIL CAUSING SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 717

4/14/85

MOORPARK, CA

A/C Reg. No. N8188N

Time (Lcl) - 1851 PST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4. WEATHER EVALUATION - POOR - PILOT IN COMMAND
5. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
6. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
7. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - PILOT IN COMMAND

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

Finding(s)

9. FLUID, FUEL - EXHAUSTION
10. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #3 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

11. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7,8,10

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 790      4/20/85      BORON, CA      A/C Reg. No. N55448      Time (Lcl) - 1900 PST

-----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	1	0
Accident Occurred During -LANDING			0	0	0	0

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

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRSTRIP
Method - TELEPHONE	HEMET, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	BAKERSFIELD, CA	BORAX
Wind Dir/Speed- 260/009 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2800/ 100
Lowest Sky/Clouds - 15000 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	PRECAUTIONARY LANDIN	
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 585
SE LAND	Months Since - 12	Last 24 Hrs - 2
	Aircraft Type - 182RG	Make/Model- 351
		Last 30 Days- 20
		Instrument- 69
		Last 90 Days- 33

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A CROSS COUNTRY BUSINESS FLT, THE PLT SAID HE BECAME CONCERNED ABOUT AN INDICATED LOW FUEL STATE AND DECIDED TO MAKE A PRECAUTIONARY LANDING. TWO APPROACHES HAD TO BE ABANDONED DUE TO WHAT THE PLT DESCRIBED AS "THE MOST DIFFICULT X-WIND CONDITIONS AND GUSTS" THAT HE HAD EVER EXPERIENCED. AFTER TOUCHDOWN ON THE THIRD LANDING ATTEMPT, PLT SAID THE ACFT "LURCHED LEFT, THEN FORWARD AND UP OVER ONTO ITS BACK." A SHERIFF'S DEPUTY WHO ARRIVED AT THE AIRPORT SHORTLY AFTER THE ACCIDENT STATED THAT THE LOCAL SURFACE WINDS "WERE 40 TO 50 MILES PER HOUR."

Brief of Accident (Continued)

File No. - 790

4/20/85

BORON, CA

A/C Reg. No. N55448

Time (Lc1) - 1900 PST

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
  2. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2            NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

3. AIRCRAFT PERFORMANCE, LANDING CAPABILITY - EXCEEDED
  4. WEATHER CONDITION - UNFAVORABLE WIND
  5. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 715      4/25/85      FELTON, CA      A/C Reg. No. N511FL      Time (Lcl) - 1125 PDT

-----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  
1  
1

None  
0  
0

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

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

Eng Make/Model      - LYCOMING O-320-E3D  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 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- 360/010 KTS  
Visibility      - 20.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRSTRIP

Airport Data

BONNYDUNE  
Runway Ident      - 11  
Runway Lth/Wid      - 2400/ 50  
Runway Surface      - ASPHALT  
Runway Status      - DRY

PRECAUTIONARY LANDIN

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

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

Age - 65  
Biennial Flight Review  
Current      - YES  
Months Since      - 5  
Aircraft Type      - PA-28

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

Total      - 350      Last 24 Hrs - UNK/NR  
Make/Model- 192      Last 30 Days- 2  
Instrument- 10      Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE PREFLIGHT OF THE ACFT, THE PLT SAID HE OBSERVED THE WIND CONDITIONS AT THE AIRPORT AS FROM THE NORTH AT ABOUT "5 TO 10 KTS, WHICH INDICATED A LEFT CROSSWIND. THE AIRPORT IS IMMEDIATELY SURROUNDED BY PINE TREES WHICH AVERAGE ABOUT 60 FT IN HEIGHT. PLT SAID THAT HE WAS CLIMBING AT ABOUT "80 MPH" FOLLOWING A NORMAL SHORTFIELD TAKEOFF WHEN THE ACFT ENCOUNTERED A "VIOLENT DOWN DRAFT" AT ABOUT 100 FT AGL. ACCORDING TO THE PLT, THE DOWNDRAFT ROLLED THE ACFT TO A 90 DEGREE LEFT WING DOWN ATTITUDE AND HE COULD NOT REGAIN CONTROL PRIOR TO CONTACTING TREES OFF THE LEFT SIDE OF THE RUNWAY. GROUND WITNESSES ON THE AIRPORT SAID THAT THE WINGS ON THE AIRPORT PROPER WERE "ALMOST CALM", HOWEVER AT THE TREE TOP LEVEL WERE FROM THE LEFT AT "10 KTS WITH GUST TO 15 KTS.

Brief of Accident (Continued)

File No. - 715

4/25/85

FELTON, CA

A/C Reg. No. N511FL

Time (Lc1) - 1125 PDT

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CROSSWIND
- 

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

Finding(s)

2. OBJECT - TREE(S)
  3. AIRSPEED - IMPROPER - PILOT IN COMMAND
  4. REMEDIAL ACTION - REDUCED - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 654      4/27/85      TRUCKEE, CA      A/C Reg. No. N585B      Time (Lcl) - 1200 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	1
Accident Occurred During -LANDING					

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

Make/Model - BEECH A35	Eng Make/Model - CONTINENTAL E-225-8	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 225 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	NAPA, CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	RENO, NV	TRUCKEE
Wind Dir/Speed- 225/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 100.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		HIGH VEGETATION
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 - 1120
SE LAND	Months Since - 16	Last 24 Hrs - UNK/NR
	Aircraft Type - A35	Make/Model- 900
		Instrument- 0
		Last 30 Days- 1
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT PERFORMED A GEAR-UP LANDING ON ROCKY TERRAIN AFTER THE ACFT WINDSHIELD BECAME COVERED WITH OIL AND THE ENG BEGAN VIBRATING. POST ACCIDENT INVESTIGATION REVEALED A 6 INCH CRACK IN THE CRANKCASE NEAR WHERE THE #4 CYLINDER SHOULD HAVE BEEN LOCATED. HALF OF THE #4 PISTON WAS FOUND INSIDE THE ENG CASE AND THE OTHER HALF WAS NOT LOCATED.



Brief of Accident (Continued)

File No. - 654

4/27/85

TRUCKEE, CA

A/C Reg. No. N585B

Time (Lc1) - 1200 PST

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

Finding(s)

1. ENGINE ASSEMBLY - SEPARATION
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN
  3. TERRAIN CONDITION - NONE SUITABLE
- 

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

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

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. - 721      5/04/85      JACKSON, CA      A/C Reg. No. N76086      Time (Lc1) - 1100 PDT

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

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

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

Make/Model	- CESSNA 140	Eng Make/Model	- CONTINENTAL C-85-12F	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1450	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 85 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRPORT	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 270/010 KTS	WESTOVER FIELD	
Visibility	- 20.0 SM	Runway Ident	- 19
Lowest Sky/Clouds	- CLEAR	Runway Lth/Wid	- 3400/ 60
Lowest Ceiling	- NONE	Runway Surface	- ASPHALT
Obstructions to Vision	- NONE	Runway Status	- DRY
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 56	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 0	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 3	Make/Model - 1	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 48	Last 90 Days - 1
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PRIVATE PLT LOST DIRECTIONAL CONTROL OF HIS TAIL WHEEL ACFT AFTER LANDING ON RWY 19, GROUND LOOPED AND NOSED OVER IN A DITCH. WIND WAS FROM 270 DEGREES AT 10 KTS WITH GUSTS TO 15 KTS. HE REPORTED NO MECHANICAL FAILURES OR MALFUNCTIONS WITH THE ACFT.

Brief of Accident (Continued)

File No. - 721

5/04/85

JACKSON, CA

A/C Reg. No. N76086

Time (Lcl) - 1100 PDT

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

Finding(s)

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

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - DITCH

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

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

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. - 720      5/04/85      BAKER,CA      A/C Reg. No. N15259      Time (Lcl) - 1946 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	3
Accident Occurred During -LANDING					

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRSTRIP
Method - TELEPHONE	HAYWARD,CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LAS VEGAS,NV	HALLORAN SPRINGS
Wind Dir/Speed- 250/008 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 35.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2400/ 45
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
Obstructions to Vision- HAZE		SOFT
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 304
SE LAND	Months Since - 10	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 7
		Last 30 Days- UNK/NR
		Instrument- 97
		Last 90 Days- 5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT BECAME LOST ON A DAYLIGHT VFR FLT AND WAS UNABLE, BECAUSE OF HER LOW ALTITUDE, TO RECEIVE ANY NAV RADIO AIDS OR ESTABLISH RADIO COMMUNICATIONS. BECAUSE OF APCH DARKNESS AND A LOW FUEL STATE SHE ELECTED TO PERFORM A PRECAUTIONARY LANDING ON A DIRT STRIP. THE DIRT STRIP HAD 50 FT SAND SHOULDERS. ON TOUCHDOWN THE LEFT MAIN GEAR WAS 3 FT LEFT OF THE PACKED DIRT, IN THE SOFT SAND. IT SEPARATED FROM THE ACFT STRUCTURE. PLT REPORTED NO ACFT FAILURES OR MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 720

5/04/85

BAKER, CA

A/C Reg. No. N15259

Time (Lcl) - 1946 PDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
5. LIGHT CONDITION - DUSK
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

Finding(s)

7. LANDING GEAR, MAIN GEAR - OVERLOAD
8. LANDING GEAR, NOSE GEAR - OVERLOAD
9. TERRAIN CONDITION - SOFT
10. PROPER ALIGNMENT - NOT FOLLOWED - PILOT IN COMMAND

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 728      5/18/85      SANTA ROSA,CA      A/C Reg. No. N704UV      Time (Lcl) - 1245 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

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

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

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

Eng Make/Model - CONTINENTAL O-200  
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- 160/005 KTS  
Visibility      - 50.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SANTA ROSA,CA  
Destination  
SANTA ROSA,CA

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - UNK/NR

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2394	Last 24 Hrs	- UNK/NR
Make/Model-	137	Last 30 Days-	UNK/NR
Instrument-	234	Last 90 Days-	21
Multi-Eng -	1731		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A SHORT LOCAL FLIGHT TO A COSTAL AREA AND RETURN. THE ENGINE LOST SOME POWER. CARBURETOR HEAT WAS APPLIED BUT NO INCREASE IN POWER WAS NOTED. THE PLT THEN SET UP A GLIDE WITH INTENTIONS OF MAKING A LANDING ONTO THE BEACH AREA. AT ABOUT 500 FEET M.S.L. POWER WAS RESUMED AND THE PLT ELECTED TO CLIMB TO 2,000 FEET M.S.L. WITH THE INTENTIONS OF RETURNING TO THE DEPARTURE AIRPORT. OVER RUGGED TREED TERRAIN A POWER LOSS WAS AGAIN NOTED. APPLICATION OF CARBURETOR HEAT HAD NO EFFECT UPON THE ENGINE. A FORCED LANDING WAS MADE INTO TALL HAY. INSPECTION OF THE ENGINE REVEALED THAT THE ENGINE COMPARTMENT CARBURETOR AIR HEAT CONTROL LEVER WAS BROKEN WITH THE CONTROL CABLE DISCONNECTED AND THE HOT AIR DOOR JAMMED IN THE COLD POSITION.

Brief of Accident (Continued)

File No. - 728

5/18/85

SANTA ROSA, CA

A/C Reg. No. N704UV

Time (Lc1) - 1245 PDT

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
  2. CARBURETOR HEAT CONTROL - INOPERATIVE
- 

Occurrence #2        FORCED LANDING  
Phase of Operation   CRUISE - NORMAL

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 701      5/25/85      CONCORD, CA      A/C Reg. No. N66942      Time (Lcl) - 2115 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	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	RENO, NV	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HAYWARD, CA	
Wind Dir/Speed- 250/022 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 1100 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		SNOW - CRUSTED
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 547
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 206
		Instrument- 43
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED POWER LINES DURING A NIGHT FORCED LANDING FOLLOWING FUEL EXHAUSTION. THE PLT HAD FLOWN FROM CONCORD, CA, TO RENO, NV, AND WAS RETURNING TO CONCORD WHEN THE ACCIDENT OCCURRED. THE PLT WAS RECENTLY CHECKED OUT IN THE ACFT AND WAS USED TO FLYING MOONEYS. HE STATED THAT HE DID NOT REFUEL THE ACFT PRIOR TO DEPARTING RENO BECAUSE HE FEARED THE ACFT PERFORMANCE WOULD BE DETERIORATED AND HE HAD TO CROSS THE MOUNTAINS.



Brief of Accident (Continued)

File No. - 701

5/25/85

CONCORD,CA

A/C Reg. No. N66942

Time (Lcl) - 2115 PDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
5. FLUID,FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

6. OBJECT - WIRE,TRANSMISSION
7. LIGHT CONDITION - DARK NIGHT

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

Finding(s)

8. OBJECT - FENCE

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 692      6/06/85      BRENTWOOD, CA      A/C Reg. No. N6995B      Time (Lcl) - 0745 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - PIPER PA-18-150  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2000  
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 50.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ANTIOCH, CA  
Destination  
BRENTWOOD, CA

ATC/Airspace

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

Airport Proximity  
ON AIRSTRIP

Airport Data

DISCOVERY BAY  
Runway Ident - 18  
Runway Lth/Wid - 3000 -UNK/NR  
Runway Surface - GRAVEL  
Runway Status - DRY

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

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

Age - 29  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

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

Total	- 20	Last 24 Hrs	- 1
Make/Model-	20	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	20

Instrument Rating(s) - NONE

-----Narrative-----

ON THE STUDENT PLTS SEVENTH ATTEMPTED LANDING, DIRECTIONAL CONTROL WAS LOST AND A GROUNDLOOP OCCURRED. THE STUDENT PLT HAD LESS THAN TWO HOURS OF TOTAL PILOT IN COMMAND TIME.

Brief of Accident (Continued)

File No. - 692

6/06/85

BRENTWOOD, CA

A/C Reg. No. N6995B

Time (Lc1) - 0745 PDT

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

Finding(s)

1. MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
- 

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 733      6/08/85      TRUCKEE, CA      A/C Reg. No. N80030      Time (Lc1) - 1939 PDT

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

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

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

Make/Model - CONSOLIDATED AERONAUTICS LAKE	LEng Make/Model - LYCOMING IO-360-A1B	ELT Installed/Activated - YES/YES
Landing Gear - AMPHIBIAN	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2690	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	DONNER LAKE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	UNKNOWN
Wind Dir/Speed- 150/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 325
SE LAND	Months Since - UNK/NR	Make/Model- 25
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

CONTRARY TO COMMON DEPARTURE PRACTICE, THE PILOT COMMENCED HIS TAKEOFF FROM THE LAKE HEADED WESTBOUND AND TOWARDS RISING TERRAIN. ADDITIONALLY, HE FAILED TO USE ALL THE TAKEOFF SURFACE AVAILABLE. THE DENSITY ALTITUDE AT DONNER LAKE AT THE TIME OF THE ACCIDENT WAS APPROXIMATELY 8000 FEET.

Brief of Accident (Continued)

File No. - 733

6/08/85

TRUCKEE, CA

A/C Reg. No. N80030

Time (Lc1) - 1939 PDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
  3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  4. STALL - UNCONTROLLED - PILOT IN COMMAND
- 

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

Finding(s)

5. TERRAIN CONDITION - RISING
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 710      7/12/85      PASO ROBLES, CA      A/C Reg. No. N8964L      Time (Lcl) - 1812 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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 - LANDING

Fire  
NONE

Crew  
Pass

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

Make/Model - GRUMMAN AA-1B  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1560  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C2C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 115 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- 290/008 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAN DIEGO, CA  
Destination  
PASO ROBLES, CA

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

PASO ROBLES MUNICIPAL  
Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - DIRT  
Runway Status - DRY

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

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

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 193  
Make/Model- 67  
Instrument- 0  
Last 24 Hrs - 3  
Last 30 Days- UNK/NR  
Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PASO ROBLES (PRB) FLIGHT SERVICE STATION AIR TRAFFIC CONTROL SPECIALIST REPTD THAT THE PILOT RADIOED THAT THE AIRCRAFT RAN OUT OF FUEL ABT 5 MILES SO OF PRB. EXAMINATION OF THE WRECKAGE DISCLSD BOTH WING FUEL TANKS CONTAINED LESS THAN 1 GALLON OF FUEL IN EACH TANK. NO EVIDENCE OF ANY FUEL LEAKS WAS OBSERVED NEAR THE CARBURETOR OR FUEL TANKS. THE FUEL TANKS INTEGRITY WAS NOT COMPROMISED.

Brief of Accident (Continued)

File No. - 710

7/12/85

PASO ROBLES, CA

A/C Reg. No. N8964L

Time (Lc1) - 1812 PST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

Occurrence #3      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 709      7/14/85      LOS BANOS, CA      A/C Reg. No. N6891U      Time (Lcl) - 1740 PDT

-----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	3

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

Make/Model - MOONEY M-20-E	Eng Make/Model - LYCOMING IO-360-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2575	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FIVE POINTS, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOS BANOS, CA	LOS BANOS MUNICIPAL
Wind Dir/Speed- 310/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
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 - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 250
SE LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - M20E	Make/Model- 10
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A CEMENT EMBANKMENT DURING THE LANDING ROLL AFTER COMPLETING AN EMERGENCY LANDING IN AN OPEN FIELD ABOUT 5 MILES SO. OF LOS BANOS ARPT, LOS BANOS, CA. THE PLT REPORTED THAT SHORTLY AFTER DEPARTING HARRIS-ARGO WEST ARPT (5CA7), THE ACFT EXPERIENCED A TOTAL ENGINE POWER LOSS. POST CRASH INVESTIGATION DISCLOSED BOTH WING FUEL TANKS CONTAINED LESS THAN 1 GALLON OF FUEL IN EACH TANK. THE FUEL TANKS INTEGRITY WAS NOT COMPROMISED. THE PLT REPORTED THAT HE HAD INTENDED TO REFUEL THE ACFT AT 5CA7, BUT UPON ARRIVAL HE WAS INFORMED THAT FUEL SERVICE WAS NOT AVAILABLE. THE AIM AND AOPA ARPT DIRECTORIES INDICATE THAT FUEL SERVICE AT 5CA7 WAS NOT AVAILABLE.



Brief of Accident (Continued)

File No. - 709

7/14/85

LOS BANOS, CA

A/C Reg. No. N6891U

Time (Lc1) - 1740 PDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
  3. LANDED AT WRONG AIRPORT - INTENTIONAL - PILOT IN COMMAND
  4. REFUELING - NOT POSSIBLE - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

5. OBJECT - SUBMERGED OBJECT
- 

-----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. - 711      7/21/85      AVALON, CA      A/C Reg. No. N2193Z      Time (Lcl) - 1930 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	0
Accident Occurred During -LANDING					

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

Make/Model - PIPER PA-34-200T	Eng Make/Model - CONTINENTAL TSIO-360	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4570	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	LONG BEACH, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	AVALON, CA	CATALINA
Wind Dir/Speed- 250/008 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1487
SE LAND,ME LAND	Months Since - 7	Last 24 Hrs - 12
	Aircraft Type - C-177	Make/Model- 11
		Last 30 Days- UNK/NR
		Instrument- 465
		Last 90 Days- 222
		Multi-Eng - 19

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT AND A GND WITNESS REPTD THE ACFT TOUCHED DOWN, MAIN WHEEL FIRST, IN A SMOOTH, SOFT MANNER. UPON TOUCH DOWN THE NOSE GEAR COLLAPSED. THE ACFT SLID FOR 200 FT BEFORE COMING TO REST. EXAMINATION OF THE NOSE GEAR ASSEMBLY DISCLOSED THE GEAR ACTUATOR ROD AHD SEPARATED. MICROSCOPIC EXAM OF THE FRACTURED SURFACE REVEALED OVRLD SIGNATURES. THE NOSE GEAR FORK ASSEMBLY PUNCTURED TO CAUSE THE FORK ASSY TO PENETRATE THE FUSELAGE SKIN. BOTH WINGS INBD SECTION LOWER SURFACES EXHIBITED EXTENSIVE WRINKLING.

Brief of Accident (Continued)

File No. - 711

7/21/85

AVALON, CA

A/C Reg. No. N2193Z

Time (Lc1) - 1930 PDT

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
  2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
- 

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

Finding(s)

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) 1,2

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 705      7/21/85      COLUMBIA, CA      A/C Reg. No. N2209J      Time (Lc1) - 2115 PDT

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

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

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

Make/Model - CESSNA 150G	Eng Make/Model - CONTINENTAL O-200 SERIES	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	OFF AIRPORT/STRIP
Method - N/A	COLUMBIA, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	AUBURN, CA	COLUMBIA
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 35
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4277/ 75
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 - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - UNK/NR
SE LAND	Months Since - 1	Make/Model- 263
HELICOPTER	Aircraft Type - C-150	Instrument- 20
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- 13
		Last 90 Days- 52
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

ON JULY 21, 1985 AT ABOUT 2115 HOURS P.D.T., CESSNA 150, N2209J, REGISTERED TO LAURENCE P. THOMPSON, AUBURN, CALIFORNIA, AND OPERATED BY SUNSHINE FLYERS, INC., AUBURN, CALIFORNIA, CRASHED AFTER COLLIDING WITH SOME TREES ABOUT 1 MILE NORTH NORTHWEST OF COLUMBIA AIRPORT (O22), COLUMBIA, CALIFORNIA. THE AIRCRAFT DEPARTED RUNWAY 35 ON A VISUAL FLIGHT RULES PERSONAL FLIGHT TO AUBURN MUNICIPAL AIRPORT (AUN), AUBURN, CALIFORNIA. NO FLIGHT PLAN WAS FILED; NOR WAS ONE REQUIRED. THE AIRCRAFT WAS DESTROYED BY IMPACT/POST-IMPACT FIRE. THE TOPS OF TWO TREES SUSTAINED SUBSTANTIAL DAMAGE. THE CERTIFICATED COMMERCIAL PILOT/FLIGHT INSTRUCTOR AND THE SOLE PASSENGER ABOARD THE AIRCRAFT SUSTAINED FATAL INJURIES. VISUAL METEOROLOGICAL CONDITIONS PREVAILED AT THE TIME OF THE ACCIDENT. THE FLIGHT HAD ORIGINATED AT O22 AT ABOUT 2114 HOURS.

Brief of Accident (Continued)

File No. - 705

7/21/85

COLUMBIA,CA

A/C Reg. No. N2209J

Time (Lc1) - 2115 PDT

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

Finding(s)

1. OBJECT - TREE(S)
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. ENGINE ASSEMBLY,RING - INCORRECT
5. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
6. WEATHER CONDITION - HIGH DENSITY ALTITUDE

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) 1,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 740      6/23/85      YUMA,CO      A/C Reg. No. N6096P      Time (Lcl) - 1900 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

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

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

Make/Model      - PIPER PA-24-180  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3100  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-540E  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 180 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - ACFT RADIO  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed- CALM  
Visibility      - 20.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

YUMA MUNICIPAL  
Runway Ident      - 04  
Runway Lth/Wid      - 2200/      60  
Runway Surface      - DIRT  
Runway Status      - DRY  
SNOW - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 40

Biennial Flight Review

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

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR
Multi-eng -	0	Rotorcraft -	0

Instrument Rating(s) - NONE

-----Narrative-----

ON JUNE 23, 1985, A PIPER PA24 CRASHED IMMEDIATELY AFTER TAKEOFF FROM YUMA ARPT WHILE AVOIDING ANOTHER ACFT. THE PLT MADE A RIGHT TURN IMMEDIATELY AFTER TAKEOFF. HE THEN SAW THE TRAFFIC AND PUSHED THE CONTROL WHEEL FORWARD. THE ACFT IMPACTED THE GROUND. THE OTHER ACFT WAS A CROPDUSTER. THE PLT OF THE CROPDUSTER SAID THE TWO ACFT WERE 1/4 MILE APART AT THE CLOSEST.

Brief of Accident (Continued)

File No. - 740

6/23/85

YUMA,CO

A/C Reg. No. N6096P

Time (Lcl) - 1900 MDT

---

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  2.        IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
  3. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  4. VISUAL SEPARATION - NOT MAINTAINED - PILOT IN COMMAND
- 

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

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

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. - 741      7/05/85      DEL NORTE, CO      A/C Reg. No. N731GN      Time (Lc1) - 1530 MDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -TAKEOFF					

-----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 - YES
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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	DEL NORTE
Wind Dir/Speed- 310/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3800/ 200
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 16000
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 16000
	Aircraft Type - C-182	Instrument- 110
		Multi-Eng - 400
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ATTEMPTING TO TAKE OFF FROM A 3800-FT GRASS RWY. FIELD ELEVATION WAS 7700 FT, TEMP WAS 88 DEG. THE PLT SAID THAT AT ABOUT 2500 FT DOWN THE RWY HE DECIDED TO ABORT THE TAKEOFF. DIRECTIONAL CONTROL WAS LOST AND THE AIRPLANE GROUNDDLOPED. THE PLT SAID THAT TAKEOFF WAS DOWNWIND AND HE HAD ENCOUNTERED A GUST. ACFT PERFORMANCE FIGURES INDICATE THAT THE AIRPLANE SHOULD HAVE BEEN ABLE TO ACCELERATED TO TAKEOFF SPEED AND BE BRAKED TO A STOP IN THE AMOUNT OF RUNNWAY AVAILABLE.



Brief of Accident (Continued)

File No. - 741

7/05/85

DEL NORTE,CO

A/C Reg. No. N731GN

Time (Lcl) - 1530 MDT

---

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. WEATHER CONDITION - GUSTS
  4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
- 

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

Finding(s)

5. TERRAIN CONDITION - GROUND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 641      7/06/85      GRAND LAKE, CO      A/C Reg. No. N563Y      Time (Lcl) - 1630 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

Crew  
Pass

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

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

Make/Model - EIRIAVION OY PIK-20B  
Landing Gear - HULL  
Max Gross Wt - 750  
No. of Seats - 1

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 080/007 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 8000 FT SCATTERED

Lowest Ceiling - 18000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
LEADVILLE, CO

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LAKE COUNTY

Runway Ident - N/A

Runway Lth/Wid - N/A

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)

PRIVATE

SE LAND

GLIDER

Age - 41

Biennial Flight Review

Current - YES

Months Since - 18

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 270      Last 24 Hrs - 4

Make/Model- 120      Last 30 Days- UNK/NR

Instrument- 0      Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

ON RETURNING FROM A 300-KILOMETER CROSS-COUNTRY FLIGHT, IN A GLIDER THE PILOT NOTICED THE ABSENCE OF THERMAL ACTIVITY AND WAS FORCED TO LAND IN AN OPEN FIELD. THE PILOT SAID HE LANDED WITH A 2-5 KNOT TAILWIND AND HIS APPROACH AND TOUCHDOWN SPEED WAS TOO FAST. THE GLIDER STRUCK A SMALL HOLE, THE PILOT LOST CONTROL AND THE GLIDER GROUNDLOOPE

Brief of Accident (Continued)

File No. - 641

7/06/85

GRAND LAKE, CO

A/C Reg. No. N563Y

Time (Lc1) - 1630 MDT

Occurrence #1 FORCED LANDING  
Phase of Operation DESCENT - NORMAL

Finding(s)

1. PROPER ALTITUDE - NOT POSSIBLE - PILOT IN COMMAND

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

Finding(s)

2. WEATHER CONDITION - TAILWIND
3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
4. AIRSPEED(VREF) - EXCESSIVE - PILOT IN COMMAND

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

Finding(s)

5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIDDEN OBSTRUCTION(S)
6. 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) 1,3

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 672      2/23/85      ROCKLEDGE, FL      A/C Reg. No. N1ZF      Time (Lc1) - 1430 EST

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

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

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

Make/Model - GLOBE SWIFT GC-1B	Eng Make/Model - CONTINENTAL O-300-A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1710	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	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	ROCKLEDGE, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 110/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 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 - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 240
SE LAND	Months Since - 14	Make/Model- 64
	Aircraft Type - PA-28	Instrument- 23
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED INTO A FIELD AFTER EXPERIENCING A LOSS OF PWR. INSPECTION REVEALED ONE OF THE TWO CHECK VALVES INSIDE THE ENG DRIVEN FUEL PUMP WAS UNSETTLED AND WEDGED BETWEEN THE METAL PUMP HOUSING AND THE PUMP DIAPHRAM ACTUATING PLATE. WITH THE CHECK VALVE IN THIS POSITION, NO FUEL FLOW WAS OBSERVED DURING TESTING. WHEN THE CHECK VALVE WAS RESETTED, NORMAL PUMP OPERATION WAS OBSERVED. THE ELECTRIC FUEL PUMP WAS FOUND IN THE "OFF" POSITION.

Brief of Accident (Continued)

File No. - 672

2/23/85

ROCKLEDGE, FL

A/C Reg. No. N1ZF

Time (Lc1) - 1430 EST

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. FUEL SYSTEM, PUMP - FAILURE, TOTAL
2. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
3. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND
4. MAINTENANCE, SERVICE OF AIRCRAFT - INADEQUATE -

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. 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) 2,3,4,5,6

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 702      2/23/85      PUNTA GORDA, FL      A/C Reg. No. N5588Q      Time (Lcl) - 1305 EST

-----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	1	0	0	0
Accident Occurred During	-DESCENT	ON GROUND	Pass	2	0	0	0

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

Make/Model	- MOONEY M20D	Eng Make/Model	- LYCOMING O-360-A1D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELEPHONE	SAME AS ACC/INC	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	CRYSTAL RIVER, FL	CHARLOTTE COUNTY
Wind Dir/Speed	- 120/018 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- 90
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- 4950/ 150
Lowest Ceiling	- 3800 FT BROKEN	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
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 - YES	Total - 390	Last 24 Hrs - 1
SE LAND	Months Since - 16	Make/Model - 120	Last 30 Days - 5
	Aircraft Type - C-172	Instrument - 65	Last 90 Days - 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FLT DEPARTED ON RUNWAY 9 AND A WITNESS REPORTED SEEING THE AIRCRAFT SHORTLY AFTER THIS WITH ITS ENGINE LOSING POWER AND THE PILOT ATTEMPTING TO RETURN TO THE AIRPORT, THIS WITNESS THEN LOST SIGHT OF THE AIRCRAFT. THE AIRCRAFT CRASHED ONE QUARTER MILE FROM THE INTERSECTION OF RUNWAYS 21 AND 27 IN A 20 TO 25 DEGREE NOSE DOWN ATTITUDE AT A RELATIVELY SLOW SPEED. POST CRASH INSPECTION OF THE AIRCRAFT REVEALED A POST CRASH FIRE HAD DESTROYED THE ENGINE ACCESSORY SECTION, COCKPIT INSTRUMENT PANEL, AND CABIN SECTION OF THE AIRCRAFT. INSPECTION OF THE PROPELLER REVEALED NO EVIDENCE OF ROTATION AT THE TIME OF THE ACCIDENT. POST CRASH INSPECTION OF THE ENGINE REVEALED NO EVIDENCE OF PRECRASH MECHANICAL FAILURE OR MALFUNCTION HOWEVER THE CARBURETOR WAS FOUND NOT TO HAVE A GASKET INSTALLED BETWEEN THE TOP AND BOTTOM SECTIONS AND A FIRE HAD OCCURRED WITHIN THE CARBURETOR FUEL BOWL.

Brief of Accident (Continued)

File No. - 702

2/23/85

PUNTA GORDA, FL

A/C Reg. No. N5588Q

Time (Lc1) - 1305 EST

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - LEAK
2. MAINTENANCE, OVERHAUL - IMPROPER -

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT

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

Finding(s)

3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 602      3/02/85      NEWBERRY, FL      A/C Reg. No. N90906      Time (Lcl) - 1748 EST

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

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

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

Make/Model - CESSNA 170	Eng Make/Model - CONTINENTAL C-145-2	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NEWBERRY, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 320/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 27	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 2150
SE LAND, ME LAND	Months Since - 25	Make/Model- 962
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 500
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 30
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE WAS HAVING ENG PROBLEMS SO HE LANDED ON A ROAD, REPAIRED THE PROBLEM, & UPON ATTEMPTING TO TAKEOFF THE ACFT FIRST STRUCK POWER LINES THEN COLLIDED WITH TREES. INVESTIGATION REVEALED THAT THE PLTS INITIAL ENG PROBLEM WAS A CLOGGED FUEL FILTER WHICH WAS REMOVED FROM THE ACFT BEFORE THE TAKEOFF ATTEMPT FROM THE ROAD WAS MADE.



Brief of Accident (Continued)

File No. - 602

3/02/85

NEWBERRY,FL

A/C Reg. No. N90906

Time (Lc1) - 1748 EST

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

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. OBJECT - TREE(S)
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND

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

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

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

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. - 605      3/14/85      ZEPHYRHILLS, FL      A/C Reg. No. N7639P      Time (Lcl) - 1145 EST

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

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

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

Make/Model	- PIPER PA-24-180	Eng Make/Model	- LYCOMING O-360-A1A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2590	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	ZEPHYRHILLS, FL			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- N/A
Wind Dir/Speed	- 260/008 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Surface	- N/A
Lowest Sky/Clouds	- 5000 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 - 60	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 710	Last 24 Hrs - 7
SE LAND, ME LAND, SE SEA	Months Since - 15	Make/Model - 710	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - 24
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE EXPERIENCED A COMPLETE LOSS OF POWER & UPON MAKING HIS EMERG LANDING IN A PASTURE, THE ACFT STRUCK FENCE POSTS, SEPARATING THE RIGHT MAIN LANDING GEAR. INVESTIGATION OF THE FUEL SYSTEM REVEALED THERE WAS NO FUEL IN THE LEFT TANK & NEGLIGIBLE FUEL IN THE RIGHT TANK.

Brief of Accident (Continued)

File No. - 605

3/14/85

ZEPHYRHILLS, FL

A/C Reg. No. N7639P

Time (Lcl) - 1145 EST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
3. FLUID, FUEL - EXHAUSTION

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      ON GROUND 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) 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. - 603      3/14/85      SUGAR LOAF KEY, FL      A/C Reg. No. N5291G      Time (Lcl) - 1305 EST

-----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 - CESSNA 305A	Eng Make/Model - CONTINENTAL O-470	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 240 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SUGARLOAF KEY, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SUGARLOAF SHORES
Wind Dir/Speed- 160/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2700/ 100
Lowest Sky/Clouds - 2000 FT SCATTERED	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 - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 8071
SE LAND,ME LAND,SE SEA	Months Since - 1	Make/Model- 1004
GLIDER	Aircraft Type - UNK/NR	Instrument- 100
		Multi-Eng - 1005
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENGINE FAILED JUST AFTER TAKEOFF AND THE ACFT LANDED IN A FIELD NORTH OF THE ARPT, COLLIDED WITH TREES AND NOSED OVER. POST ACCIDENT EXAMINATION OF THE FUEL SYSTEM SHOWS THAT THE ACFT MICRON FUEL FILTER WAS CONTAMINATED TO THE EXTENT THAT IT CAUSED INSUFFICIENT FUEL FLOW, RESULTING IN THE ENGINE FAILURE AT THE SUSTAINED TAKEOFF POWER SETTING.

Brief of Accident (Continued)

File No. - 603

3/14/85

SUGAR LOAF KEY, FL

A/C Reg. No. N5291G

Time (Lc1) - 1305 EST

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

Finding(s)

1. FUEL SYSTEM, FILTER - CONTAMINATION
  2. 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)

3. OBJECT - TREE(S)
- 

Occurrence #4      NOSE OVER  
Phase of Operation      LANDING - ROLL

-----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 611      3/16/85      WINTER HAVEN, FL      A/C Reg. No. N6716H      Time (Lcl) - 1320 EST

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

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

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

Make/Model - PIPER J3C-85	Eng Make/Model - CONTINENTAL C-85-12	ELT Installed/Activated - NO -N/A
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BROWNS SEAPLANE BASE
Wind Dir/Speed- 230/008 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3400 -UNK/NR
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WATER-CALM
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 1886
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - 2	Make/Model- 269
	Aircraft Type - UNK/NR	Instrument- 137
		Multi-Eng - 226
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 305

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING BACK TO THE SEAPLANE RAMP AFTER LANDING THE ACFT STRUCK A SMALL FISHING BOAT CAUSING FATAL INJURIES TO THE BOATS SOLE OCCUPANT. THE ACFT WAS BEING TAXIED AT HIGH SPEED ON THE STEP AND S TURNS WHERE BEING MADE TO CLEAR THE AREA DUE TO THE PLT NOT HAVING ANY FORWARD VISIBILITY FROM THE REAR SEAT OF THE ACFT. THE BOAT WAS SPOTTED BY THE PLT JUST PRIOR TO IMPACT BUT EVASIVE ACTION COULD NOT AVOID THE COLLISION.

Brief of Accident (Continued)

File No. - 611

3/16/85

WINTER HAVEN, FL

A/C Reg. No. N6716H

Time (Lc1) - 1320 EST

-----  
Occurrence                    ON GROUND COLLISION WITH OBJECT

Phase of Operation        TAXI - FROM LANDING

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. OBJECT - VEHICLE

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 604      3/17/85      BIG PINE KEY, FL      A/C Reg. No. N1814Y      Time (Lcl) - 0945 EST

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

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

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

Make/Model - CESSNA 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 - 2100	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	MIAMI, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KEY WEST, FL	
Wind Dir/Speed- 250/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 15000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 124
SE LAND	Months Since - 1	Make/Model- 86
	Aircraft Type - UNK/NR	Instrument- 32
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 9
		Rotorcraft - 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHILE IN CRUISE FLT AT ABOUT 1200 FT & 2300 RPM THE ENG LOST PWR & THE ACFT WAS DITCHED APRX 100 YARDS OFF SHORE IN THE OCEAN WATERS. THE ACFT WAS FOUND TO HAVE SUFFICIENT FUEL IN BOTH TANKS. THE FUEL SELECTOR WAS ON, THE FUEL SCREEN WAS CLEAN & FUEL WAS PRESENT IN THE CARBURETOR BOWL. THE IGNITION SYSTEM WAS INTACT & DISASSEMBLY OF THE ENG SHOWS NO EVIDENCE OF INTERNAL FAILURE OR MALFUNCTION. THE ACFT WAS OPERATING AT A POWER SETTING & ALT THAT IN REFERENCE TO PERFORMANCE CHARTS FOR TEMP & HUMIDITY IS CONDUSIVE TO CARBURETOR VENTURI ICING.



Brief of Accident (Continued)

File No. - 604

3/17/85

BIG PINE KEY, FL

A/C Reg. No. N1814Y

Time (Lcl) - 0945 EST

Occurrence #1      LOSS OF POWER  
Phase of Operation      CRUISE

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      DITCHING  
Phase of Operation      LANDING - ROLL

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 662      3/24/85      FORT PIERCE, FL      A/C Reg. No. N65875      Time (Lc1) - 1623 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

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

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

Make/Model - CESSNA 150H  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1650  
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- 240/005 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
FORT PIERCE, FL  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HARRY W. NELSON  
Runway Ident - 18  
Runway Lth/Wid - 2000/ 100  
Runway Surface - GRASS/TURF  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 30

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	100	Last 24 Hrs -	3
Make/Model-	44		Last 30 Days-	UNK/NR
Instrument-	2		Last 90 Days-	26
Multi-Eng -	4			

Instrument Rating(s) - NONE

-----Narrative-----

TAKEOFF RUN WAS REPORTED TO BE NORMAL. AFTER LIFT OFF THE AIRCRAFT WOULD NOT CLIMB AND ENGINE RPM WAS NOTICED TO BE 300 RPM LOW. THE AIRCRAFT DESCENDED AND STRUCK A PINE TREE AT THE END OF THE RUNWAY. THE AIRCRAFT WAS BEING OPERATED WITHIN 60 POUNDS OF THE MAXIMUM GROSS WEIGHT AND THE DENSITY ALTITUDE WAS APRX 1200 FT. INSPECTION OF THE AIRCRAFT AFTER THE ACCIDENT REVEALED THE CARBURETOR HEAT CABLE HOUSING HAD BROKEN NOT ALLOWING THE CABLE TO MOVE THE HEAT VALVE TO THE CLOSED POSITION. THE ENGINE WAS RUN TO FULL POWER AND WITH NO EVIDENCE OF FAILURE OR MALFUNCTION. WHEN THE CARBURETOR HEAT HANDLE WAS PULLED ON THE ENGINE RPM DROPPED 300 RPM. WHEN THE CARBURETOR HEAT HANDLE WAS PUSHED TO COLD THE ENGINE RPM REMAINED 300 LOW.

Brief of Accident (Continued)

File No. - 662

3/24/85

FORT PIERCE, FL

A/C Reg. No. N6587S

Time (Lc1) - 1623 EST

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

Finding(s)

1. CARBURETOR HEAT CONTROL, CABLE - FAILURE, PARTIAL

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

Finding(s)

2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
3. CHECKLIST - NOT USED - PILOT IN COMMAND

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

Finding(s)

4. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 613      3/25/85      FORT MYERS, FL      A/C Reg. No. N79CM      Time (Lcl) - 0758 EST

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

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

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

Make/Model	- PIPER AEROSTAR 600	Eng Make/Model	- LYCOMING IO-540-G1B5	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 290 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	TAMPA, FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PAGE FIELD
Wind Dir/Speed - 020/008 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 4.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6401/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - ILS-COMPLETE	Runway Status - DRY
Obstructions to Vision - FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI	Current - YES	Total - 4600	Last 24 Hrs - 12
SE LAND, ME LAND	Months Since - 2	Make/Model - 48	Last 30 Days - UNK/NR
	Aircraft Type - PA-600	Instrument - 270	Last 90 Days - 260
		Multi-Eng - 1500	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED WITH BOTH MAIN WHEEL BRAKES LOCKED AS EVIDENCED BY SKID MARKS IN THE TOUCHDOWN ZONE OF THE RWY. AFTER APRX 200 FEET OF SKIDDING THE LEFT BRAKE RELEASED AND DUE TO THE RIGHT BRAKE NOT RELEASING THE PLT LOST CONTROL. THE ACFT VEERED OFF THE RIGHT SIDE OF THE RWY AND BOTH MAIN LANDING GEARS COLLAPSED. POST CRASH INSPECTION OF THE ACFT REVEALED THAT BOTH MAIN TIRES HAD SKID MARKS ON THEM AND THAT THE RIGHT TIRE HAD BLOWN OUT. ADDITIONALLY, BOTH BRAKES HAD EVIDENCE OF HAVING BEEN EXTREMELY OVERHEATED TO THE POINT THE BRAKE MATERIAL HAD MELTED AWAY. THE BRAKE PRESSURE SUPPLY SYSTEM APPEARED TO OPERATE CORRECTLY. THE PLT STATED THAT ON HIS LAST TAKEOFF THE ACFT ACCELERATED SLOWLY.

Brief of Accident (Continued)

File No. - 613

3/25/85

FORT MYERS, FL

A/C Reg. No. N79CM

Time (Lc1) - 0758 EST

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

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - BINDING(MECHANICAL)
  2. LANDING GEAR, NORMAL BRAKE SYSTEM - OVERTEMPERATURE
  3. LANDING GEAR, NORMAL BRAKE SYSTEM - UNDETERMINED
  4. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - DETERIORATED
  5. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #2        AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

6. LANDING GEAR, NORMAL BRAKE SYSTEM - LOCKED
- 

Occurrence #3        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

-----

Occurrence #4        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) 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. - 784      3/30/85      KEY LARGO, FL      A/C Reg. No. N84303      Time (Lcl) - 1229 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

NONE

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

Make/Model - AERONCA 7AC  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1220  
No. of Seats - 4

Eng Make/Model - CONTINENTAL C-75  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 75 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 130/013 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 3000 FT THIN BKN  
Lowest Ceiling - 25000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
PORT LARGO, FL  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 49

Biennial Flight Review  
Current - YES  
Months Since - 2  
Aircraft Type - 727

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

Total	- 11000	Last 24 Hrs	- 1
Make/Model	- 700	Last 30 Days	- UNK/NR
Instrument	- 260	Last 90 Days	- 165
Multi-Eng	- 7200	Rotorcraft	- 66

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT DEPARTED TAVERNARO ARPT WITH AN ESTIMATED 3 TO 4 GALLONS OF FUEL ON BOARD & PROCEEDED NORTHEAST TO PORT LARGO ARPT, EXECUTED TWO TOUCH & GO LANDINGS, DEPARTED THE PATTERN & APPROXIMATELY 6 MILES NORTHEAST OF PORT LARGO ARPT THE ENG STARTED TO RUN ROUGH & THEN QUIT, ALL ATTEMPTS TO RESTART THE ENG WERE TO NO AVAIL. POST CRASH EXAMINATION & FUNCTIONAL TEST OF THE ENG REVEALED NO MECHANICAL FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 784

3/30/85

KEY LARGO, FL

A/C Reg. No. N84303

Time (Lc1) - 1229 EST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
  3. FLUID, FUEL - EXHAUSTION
  4. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
  5. REFUELING - NOT OBTAINED - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 764      3/31/85      ROCKLEDGE, FL      A/C Reg. No. N5180S      Time (Lcl) - UNK/NR

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
NONE

Crew  
Pass

Fatal  
1  
0

Injuries		
Serious	Minor	None
0	0	0
0	0	0

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

Make/Model      - PIPER PA-28-180  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2400  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O&VO-360  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 180 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- 200/008 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
MERRITT ISLAND, FL  
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      - GRASS/TURF  
Runway Status      - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND, ME LAND

Age - 43

Biennial Flight Review

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

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- 650	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

ON MARCH 31, 1985 THE RENTAL ACFT DEPARTED MERRITT ISLAND FLON APRIL 1, 1985 THE ACFT WAS FOUND CRASHED NEAR ROCKLEDGE FL. NO EVIDENCE OF PRE-EXISTING AIRFRAME OR POWERPLANT FAILURE WAS FOUND. THE ACFT IMPACTD THE GROUND IN A HIGH VELOCITY 40 DEGREE NOSE DOWN ATTITUDE. AN INTERVIEW WITH PERSONS WHO HAD BEEN WITH THE PILOT DURING THE PREVIOUS DAY AND NIGHT REVEALED THAT HE HAD BEEN EMOTIONALLY DISTRAUGHT OVER AN APPARENT OCCASION OF MEDICAL PROBLEMS.



Brief of Accident (Continued)

File No. - 764

3/31/85

ROCKLEDGE, FL

A/C Reg. No. N5180S

Time (Lc1) - UNK/NR

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

Finding(s)

1. SUICIDE - INTENTIONAL - PILOT IN COMMAND
2.        IMPROPER USE OF PROCEDURE, OTHER PSYCHOLOGICAL CONDITION - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 785      4/05/85      KEY WEST, FL      A/C Reg. No. N8705N      Time (Lcl) - 1350 EST

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

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

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

Make/Model      - PIPER PA-28-140	Eng Make/Model      - LYCOMING O-320	ELT Installed/Activated      - UNK/NR
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      - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method      - N/A	SUMMERLAND KEY, FL	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	LOCAL	
Wind Dir/Speed- 140/013 KTS	ATC/Airspace	Runway Ident      - N/A
Visibility      - 10.0 SM	Type of Flight Plan      - NONE	Runway Lth/Wid      - N/A
Lowest Sky/Clouds      - 3000 FT SCATTERED	Type of Clearance      - VFR FLIGHT FOLLOWING	Runway Surface      - WATER
Lowest Ceiling      - NONE	Type Apch/Lndg      - FORCED LANDING	Runway Status      - WATER-CALM
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current      - NO	Total      - 144
SE LAND	Months Since      - 27	Last 24 Hrs      - 2
	Aircraft Type      - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- 35

Instrument Rating(s)      - NONE

-----Narrative-----

THE PLT STATED THAT WHILE ON A LOCAL SIGHTSEEING FLT, THE ENG QUIT COMPLETELY & OPON TOUCHDOWN IN THE WATER THE ACFT FLIPPED OVER & CAME TO REST INVERTED. INVESTIGATION REVEALED THAT THE PLT DEPARTED SUMMERLAND KEY WITH AN INSUFFICIENT AMOUNT OF FUEL FOR HIS INTENDED FLT.

Brief of Accident (Continued)

File No. - 785

4/05/85

KEY WEST, FL

A/C Reg. No. N8705N

Time (Lcl) - 1350 EST

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

Finding(s)

1. ENGINE ASSEMBLY - FAILURE, TOTAL
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. FLUID, FUEL - EXHAUSTION
4. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

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

----Probable Cause----

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

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. - 786      4/05/85      CRYSTAL RIVER, FL      A/C Reg. No. N280EZ      Time (Lcl) - 1123 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    - CANARD, INC. LONG EZ  
Landing Gear   - TRICYCLE-RETRACTABLE  
Max Gross Wt   - 1425  
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 - UNK/NR

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

Weather Data

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

Itinerary

Last Departure Point  
OCALA, FL  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

Wind Dir/Speed- 230/010 KTS  
Visibility       - 10.0 SM  
Lowest Sky/Clouds - 3000 FT SCATTERED  
Lowest Ceiling   - NONE  
Obstructions to Vision- NONE  
Precipitation    - NONE  
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

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

Age - 29  
Biennial Flight Review  
Current       - YES  
Months Since - 23  
Aircraft Type - UNK/NR

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

Total	- 447	Last 24 Hrs	- UNK/NR
Make/Model-	220	Last 30 Days-	UNK/NR
Instrument-	32	Last 90 Days-	28

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHILE FLYING AT LOW LEVEL HE COLLIDED WITH SOME POWER LINES, SEVERING HIS MAIN LANDING GEAR & ONE HALF OF HIS LEFT WINGLET. HE THEN CONTINUED ABOUT 4 MILES FURTHER LANDING IN A CLEAR AREA ON THE CRYSTAL RIVER POWER PLANT PROPERTY & SLID APRX 50 YARDS BEFORE HE STOPPED.

Brief of Accident (Continued)

File No. - 786

4/05/85

CRYSTAL RIVER, FL

A/C Reg. No. N280EZ

Time (Lc1) - 1123 EST

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

Finding(s)

1. OBJECT - WIRE, STATIC
2. LOW PASS - ATTEMPTED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INATTENTIVE - PILOT IN COMMAND
4. OBJECT - WIRE, TRANSMISSION
5. CLEARANCE - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - OPEN FIELD

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 684      4/07/85      ORLANDO, FL      A/C Reg. No. N36938      Time (Lcl) - 0805 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

Make/Model - THE BALLOON WORKS FIREFLY 7B      Eng Make/Model - N/A  
Landing Gear - N/A      Number Engines - N/A  
Max Gross Wt - 1050      Engine Type - N/A  
No. of Seats - UNK/NR      Rated Power - N/A

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

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

Weather Data

Wx Briefing - FSS  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 360/004 KTS  
Visibility - 6.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 4800 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Age - 53  
Biennial Flight Review  
Current - YES  
Months Since - 4  
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL  
Flight Time (Hours)

Total	-	160	Last 24 Hrs	-	1
Make/Model	-	15	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	11

Instrument Rating(s) - NONE

-----Narrative-----

THE BALLOON WAS DESTROYED BY AN EXPLOSION AND SUBSEQUENT FIRE DURING TOUCHDOWN IN AN OPEN FLD. THE PLT AND WITNESSES STATED THE GONDOLA TOUCHED DOWN WITH A "JOLT" AND TILTED IN THE DIRECTION OF TRAVEL. SHORTLY THEREAFTER, A POPPING NOISE WAS HEARD FOLLOWED BY A HISSING NOISE AND A CLOUD OF PROPANE GAS VAPOR WAS SEEN RISING TOWARD THE PILOT LIGHT OF THE BURNER LOCATED NEAR THE OCCUPANT'S HEADS. THE PLT AND ONE PASSENGER ESCAPED FROM THE GONDOLA AS AN EXPLOSION OCCURRED. THE BALLOON THEN ASCENDED APRX 200 FT WITH THE 2ND PASSENGER STILL IN THE GONDOLA. A 2ND EXPLOSION WAS HEARD AT WHICH TIME THE GONDOLA SEPARATED FROM THE ENVELOPE AND FELL TO THE GROUND. INVESTIGATION REVEALED THE METAL FITTING CONNECTING THE #1 PROPANE TANK TO THE FUEL SUPPLY HOSE HAD FAILED. METALLURGICAL EXAM DISCLOSED THE FRACTURE WAS DUE TO OVERSTRESS WITH NO EVIDENCE OF FATIGUE.

Brief of Accident (Continued)

File No. - 684

4/07/85

ORLANDO, FL

A/C Reg. No. N36938

Time (Lc1) - 0805 EST

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

Finding(s)

1. FUEL SYSTEM, LINE FITTING - FAILURE, TOTAL
- 

Occurrence #2        FIRE/EXPLOSION  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

2. FUEL SYSTEM, LINE FITTING - FAILURE, TOTAL
  3. BALLOON EQUIPMENT, HEATER SYSTEM - EXPLODED
- 

-----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. - 775      4/10/85      WABASSO, FL      A/C Reg. No. N2648R      Time (Lcl) - 1226 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	2	0

-----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 - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	VERO BEACH, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 090/014 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 6000 FT BROKEN	Type Apch/Lndg - UNK/NR	Runway Status - SOFT
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 28967
SE LAND, ME LAND	Months Since - 5	Last 24 Hrs - 58
	Aircraft Type - UNK/NR	Make/Model- 350
		Last 30 Days- UNK/NR
		Instrument- 3621
		Last 90 Days- 3224
		Multi-Eng - 5717

Instrument Rating(s) - AIRPLANE

-----Narrative-----

INSTRUCTIONAL FLIGHT PRACTICING STEEP TURNS. ENGINE LOST OIL THROUGH CRACK IN PROPELLER GOVERNOR OIL LINE AND SEIZED. INSTRUCTOR TOOK OVER CONTROL AND LANDED ON A ROAD IN A SAND PIT. PILOT WAS UNABLE TO STEER THROUGH AN "S" TURN ON THE ROAD AND COLLIDED WITH A SAND HILL. THE AREA OF THE OIL LINE WHERE THE CRACK OCCURRED WAS HEAVILY CORRODED AND IMPROPERLY ATTACHED TO THE ENGINE.



Brief of Accident (Continued)

File No. - 775

4/10/85

WABASSO, FL

A/C Reg. No. N2648R

Time (Lc1) - 1226 EST

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

Finding(s)

1. LUBRICATING SYSTEM,OIL LINE - CORRODED
2. MAINTENANCE - IMPROPER - COMPANY MAINTENANCE PSNL
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT - COMPANY MAINTENANCE PSNL
4. LUBRICATING SYSTEM,OIL LINE - CRACKED
5. FLUID,OIL - EXHAUSTION

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

6. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
7. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
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) 1,2,3,4

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 714      4/10/85      PANAMA CITY BCH,FL      A/C Reg. No. N54522      Time (Lcl) - 1030 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

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

Make/Model - BELL 47G-2  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2450  
No. of Seats - 3

Eng Make/Model - LYCOMING VO-435-A1D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 260 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- 040/008 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)  
STUDENT

Age - 33

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

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

Total	- 2336	Last 24 Hrs -	14
Make/Model-	2336	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	10
		Rotorcraft -	2330

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS CARRYING TWO PAYING PASSENGERS FOR A SIGHTSEEING RIDE AND HAD TAKEN OFF TWO MINUTES EARLIER FROM A HELICOPTER PAD AT THE BEACH. HE STATED THAT HE FELT THE ENGINE SPUTTER, THE CYCLIC STICK SHAKE, LESS THAN 10 SECONDS LATER THE ACFT HIT THE WATER IN LEVEL ATTITUDE WITH A VERY HIGH RATE OF DESCENT. HE HAD COMPLETED 14 FLIGHTS AND THE ENGINE HAD BEEN RUN FOR ABOUT 30 MINUTES SINCE HE TOPPED-OFF THE TANKS THE NIGHT BEFORE. HE EXPRESSED DOUBTS ABOUT THE ACCURACY OF THE FUEL QUANTITY GAGE. HE DID NOT VISUALLY CHECK THE TANKS THAT MORNING. HE DID NOT POSSESS A PILOT'S CERTIFICATE.

Brief of Accident (Continued)

File No. - 714

4/10/85

PANAMA CITY BCH, FL

A/C Reg. No. N54522

Time (Lcl) - 1030 CST

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

Finding(s)

1. FUEL SUPPLY - INADEQUATE - UNQUALIFIED PERSON
2. FLUID, FUEL - STARVATION
3. AIRCRAFT PREFLIGHT - INADEQUATE - UNQUALIFIED PERSON
4. INADEQUATE CERTIFICATION/APPROVAL, AIRMAN - COMPANY/OPERATOR MGMT

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

Finding(s)

5. TERRAIN CONDITION - WATER, GLASSY
6. AUTOROTATION - NOT PERFORMED - UNQUALIFIED PERSON

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 776      4/16/85      VERO BEACH, FL      A/C Reg. No. N2428D      Time (Lcl) - 1220 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	2
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/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	VERO BEACH, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	VERO BEACH MUNICIPAL
Wind Dir/Speed- 280/007 KTS	ATC/Airspace	Runway Ident - 29L
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6271/ 100
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 - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 0
SE LAND,ME LAND	Months Since - 6	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 1350
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 0
		Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

DURING A STUDENT TRNG FLT THE INSTRUCTOR PILOT STATED THAT HE REDUCED THROTTLE ON TAKEOFF AT ABOUT 75 FT AGL, TO SIMULATE AN ENGINE FAILURE. THE STUDENT PILOT PITCHED THE NOSE OF THE ACFT UP AND THE INSTRUCTOR PILOT TOOK OVER CONTROL OF THE ACFT, LOWERED THE NOSE, ADDED PWR, AND ATTEMPTED TO FLARE THE ACFT. HE STATED HE RAN OUT OF AFT ELEVATOR AND THE ACFT STALLED & LANDED HARD.

Brief of Accident (Continued)

File No. - 776

4/16/85

VERO BEACH, FL

A/C Reg. No. N2428D

Time (Lcl) - 1220 EST

-----  
Occurrence #1            ABRUPT MANEUVER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. PRECAUTIONARY LANDING - SIMULATED - PILOT IN COMMAND
  2. AIRSPEED - NOT MAINTAINED - DUAL STUDENT
  3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)
- 

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

Finding(s)

4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  5. PROPER TOUCHDOWN POINT - INADVERTENT - PILOT IN COMMAND
  6. SUPERVISION - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #3            HARD LANDING  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

7. FLARE - IMPROPER - PILOT IN COMMAND(CFI)
  8. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND(CFI)
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 713      4/19/85      CLEARWATER, FL      A/C Reg. No. N5054Y      Time (Lc1) - 1010 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 - BELLANCA 8KCAB	Eng Make/Model - LYCOMING AEIO-320-E1B	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 - 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- 070/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Surface - WATER
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Status - WATER - CHOPPY
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1560
SE LAND, ME LAND	Months Since - 14	Make/Model- 10
	Aircraft Type - UNK/NR	Instrument- 93
		Multi-Eng - 146
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS OBSERVED DOING LOW LEVEL AEROBATICS. WHILE DIVING INVERTED OVER THE WATER, HE ATTEMPTED TO PERFORM AN OUTSIDE LOOP. THE ACFT IMPACTED THE WATER INVERTED AFTER THE STALL ONSET. INTERVIEWS WITH FELLOW PILOTS DISCLOSED THAT THE PILOT HAD BEEN RECENTLY BRAGGING ABOUT A NEW AEROBATIC MANEUVER, WHERE HE PULLED MINUS 4 GS WITHIN 10 FT OF THE WATER. NO PARACHUTES WERE FOUND ON BOARD THE ACFT.

Brief of Accident (Continued)

File No. - 713

4/19/85

CLEARWATER, FL

A/C Reg. No. N5054Y

Time (Lcl) - 1010 EST

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

Finding(s)

1. AIRCRAFT PERFORMANCE - EXCEEDED
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. PROPER ALTITUDE - IMPROPER - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
7. AEROBATICS - PERFORMED - PILOT IN COMMAND
8. STALL - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

9. TERRAIN CONDITION - WATER, ROUGH

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 747      4/22/85      FORT MYERS, FL      A/C Reg. No. N739DA      Time (Lcl) - 1630 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	0
Accident Occurred During - TAKEOFF					

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

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination	Airport Data
Completeness - N/A	FORT MYERS, FL	SEAIR
Basic Weather - VMC	ATC/Airspace	Runway Ident - 09
Wind Dir/Speed- 090/014 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 65
Visibility - 15.0 SM	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - UNK/NR	Type Apch/Lndg - NONE	Runway Status - DRY
Lowest Ceiling - 4100 FT BROKEN		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 108
	Months Since - N/A	Make/Model- 108
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED THAT ON TAKEOFF GROUND RUN FROM A TURF RUNWAY HE FELT SEVERE VIBRATION IN THE NOSE GEAR AND LIFTED IT OFF THE GROUND. AS HE DID HE THOUGHT HE FELT A LOSS OF ENGINE POWER AN ABORTED THE TAKEOFF. BEFORE THE AIRCRAFT COULD BE STOPPED IT OVERRAN THE RUNWAY INTO THE GULF OF MEXICO. POST CRASH INSPECTION OF THE AIRCRAFTS NOSE GEAR AND ENGINE REVEALED NO EVIDENCE OF PRECRASH MECHANICAL FAILURE OR MALFUNCTION. THE AIRPORT OPERATOR STATED THAT THE WINDS WERE OUT OF THE WEST AT THE TIME OF THE ACCIDENT AND THAT THE FLIGHT DEPARTED TO EAST. WIND WERE APPROXIMATELY 10 KNOTS, AND THIS WOULD HAVE GIVEN THE FLIGHT A 10 KNOT TAILWIND AT DEPARTURE. PROPER SOFTFIELD TAKEOFF TECHNIQUE WAS NOT USED.



Brief of Accident (Continued)

File No. - 747

4/22/85

FORT MYERS, FL

A/C Reg. No. N739DA

Time (Lc1) - 1630 EST

---

Occurrence #1            OVERRUN

Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - TAILWIND
  2. WIND INFORMATION - NOT USED - PILOT IN COMMAND
  3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
  4. ROTATION - IMPROPER - PILOT IN COMMAND
  5. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
  6. IMPROPER USE OF PROCEDURE, ANXIETY/APPREHENSION - PILOT IN COMMAND
  7. ABORTED TAKEOFF - IMPROPER - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 748      4/27/85      SHARPES, FL      A/C Reg. No. N46494      Time (Lcl) - 1415 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - CESSNA 172K  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2150  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 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  
MERRITT ISLAND, FL  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 070/010 KTS  
Visibility - 6.0 SM  
Lowest Sky/Clouds - 5000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

ATC/Airspace

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

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - GRASS/TURF  
Runway Status - SOFT

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI  
SE LAND,ME LAND  
GLIDER

Age - 54

Biennial Flight Review

Current - YES  
Months Since - 1  
Aircraft Type - UNK/NR

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

Total	- 2300	Last 24 Hrs -	6
Make/Model-	620	Last 30 Days-	626
Instrument-	95	Last 90 Days-	1088
Multi-Eng -	60		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

CARBURETOR HAD RUSTED PARTS AND NEEDED AN OVERHAUL. PILOT WAS DEMONSTRATING POWER OFF STALL TO PASSENGERS, WHEN HE TRIED TO APPLY POWER, ENGINE DID NOT RESPOND. LANDED IN SOFT TERRAIN. SWERVED TO AVOID DITCH. NOSE WHEEL COLLAPSED.

Brief of Accident (Continued)

File No. - 748

4/27/85

SHARPES, FL

A/C Reg. No. N46494

Time (Lcl) - 1415 EST

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - IMPROPER

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

2. LOWERING OF FLAPS - NOT SELECTED - PILOT IN COMMAND
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, ANXIETY/APPREHENSION - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - SOFT
6. TERRAIN CONDITION - DITCH
7. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
8. LANDING GEAR, NOSE GEAR - OVERLOAD

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

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

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. - 782      3/31/85      BLAIRSVILLE,GA      A/C Reg. No. N98760      Time (Lcl) - 1650 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	2
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -DESCENT					

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

Make/Model - PIPER J-3C-65	Eng Make/Model - CONTINENTAL C85	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 85 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ANDREWS-MURPHY,NC	BLAIRSVILLE
Wind Dir/Speed- 330/019 KTS		Runway Ident - 23
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - 3200/ 75
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 2200 FT BROKEN	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 246
SE LAND	Months Since - 7	Last 24 Hrs - 4
	Aircraft Type - C-150	Make/Model- 51
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT AND HIS STUDENT PLT PASSENGER WERE DEPARTING THE A/P WHEN THE PLT MADE A SHARP TURN DOWNWIND AT ABOUT 100 FT OF ALT. THE A/C MASHED INTO THE GROUND BOUNCED AND LANDED IN SMALL TREES. THE NEAREST REPORTED WINDS WERE RECORDED AT 19 KTS. THE PLT ESTIMATED THE WIND AT ABOUT 10 KTS. THE FBO REPORTED A 20-30 FT KNOLL UP WIND OF THE IMPACT POINT OF THE J-3.

Brief of Accident (Continued)

File No. - 782

3/31/85

BLAIRSVILLE, GA

A/C Reg. No. N98760

Time (Lc1) - 1650 EST

-----  
Occurrence #1            ALTITUDE DEVIATION, UNCONTROLLED  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. ALTITUDE - NOT ATTAINED - PILOT IN COMMAND
  2.     IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
  3. MANEUVER - PREMATURE - PILOT IN COMMAND
  4.     IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
- 

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

Finding(s)

5. TERRAIN CONDITION - GROUND
  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) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 677      5/12/85      SAVANNAH,GA      A/C Reg. No. N5844P      Time (Lcl) - 1305 EDT

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

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

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

Make/Model - PIPER PA-24-250	Eng Make/Model - LYCOMING O-540-A1A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	EASTMAN,GA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	ASHVILLE,NC	SANANNAH IN'L
Wind Dir/Speed- 060/006 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 9003/ 150
Lowest Sky/Clouds - 4400 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 4400 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 2000
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- 10
		Instrument- UNK/NR
		Last 90 Days- 10
		Multi-Eng - 800
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LDG THE ACFT WITH THE LDG GEAR RETRACTED. HE STATED THAT HE EVIDENTLY FORGOT TO EXTEND THE GEAR.

Brief of Accident (Continued)

File No. - 677

5/12/85

SAVANNAH,GA

A/C Reg. No. N5844P

Time (Lcl) - 1305 EDT

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

Finding(s)

1. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
  2.        IMPROPER USE OF PROCEDURE, LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
  3. CHECKLIST - NOT USED - PILOT IN COMMAND
  4. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 678      5/12/85      BROXTON,GA      A/C Reg. No. N739UD      Time (Lcl) - 1915 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

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

-----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/NO  
Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 360/005 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  
DOUGLAS,GA  
Destination  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 35  
Biennial Flight Review  
Current - YES  
Months Since - 20  
Aircraft Type - UNK/NR

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

Total	- 122	Last 24 Hrs	- 1
Make/Model-	87	Last 30 Days-	UNK/NR
Instrument-	7	Last 90 Days-	4

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH POWER LINES ON FINAL APCH TO A PRIVATE AIRSTRIIP. THE ACFT WAS LANDED IN A FIELD NEXT TO THE RWY. THE WIRES WERE NOT MARKED. THE PLT REPORTED HE WAS AWARE OF THE LARGE POWER LINES NEAR THE APCH END OF RWY 36 BUT WAS UNAWARE OF THE SMALL POWER LINES WHICH WERE LOCATED ABOVE THE LARGER LINES.



Brief of Accident (Continued)

File No. - 678

5/12/85

BROXTON,GA

A/C Reg. No. N739UD

Time (Lc1) - 1915 EDT

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

Finding(s)

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

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

-----

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

Finding(s)

4. TERRAIN CONDITION - GROUND
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 615      5/19/85      FAYETTEVILLE, GA      A/C Reg. No. N98164      Time (Lc1) - 1930 EDT

-----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 -DESCENT			0	0	0
					1
					0

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

Make/Model - PIPER J3C-65	Eng Make/Model - CONTINENTAL A-65	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	WILLOW POND
Wind Dir/Speed- 190/013 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1500 -UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - YES	Total - 15015
SE LAND,ME LAND	Months Since - 5	Make/Model- 2030
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 1848
		Multi-Eng - 11020
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 160
		Rotorcraft - 1455

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF WITH A LOW FUEL STATE, THE PLT PULLED THE ACFT INTO A STEEP CLIMB. A PWR LOSS WAS EXPERIENCED AND THE ACFT REPORTEDLY STALLED AND SPUN INTO A POND ON THE PVT GRASS AIRSTRIP. TEN POUNDS OF FUEL WERE DRAINED FROM THE ACFT AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 615

5/19/85

FAYETTEVILLE,GA

A/C Reg. No. N98164

Time (Lcl) - 1930 EDT

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

Finding(s)

1. PULL-UP - EXCESSIVE - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, OSTENTATIOUS DISPLAY - PILOT IN COMMAND
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. FLUID, FUEL - STARVATION

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

Finding(s)

5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 616      5/21/85      MILLEDGEVILLE, GA      A/C Reg. No. N991PG      Time (Lcl) - 1800 EDT

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

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

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

Make/Model - GALLOWAY B-8M	Eng Make/Model - MC CULLOCH O	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 72 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	BALDWIN CO.
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 100
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 - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 142
	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 - 35

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THE GYROPLANE WAS BLOW OFF THE SIDE OF THE RWY BY A GUST OF WIND DURING THE TAKEOFF PORTION OF A TOUCH AND GO LANDING. THE ACFT TRAVELED INTO A GRASS AREA AND NOSED OVER. THE STUDENT PLT DID NOT HAVE A SOLO ENDORSEMENT AND HAD ONLY TWO HOURS OF DUAL INSTRUCTION IN A GYROCOPTER WHICH WAS BEING PULLED BY AN AUTOMOBILE.

Brief of Accident (Continued)

File No. - 616

5/21/85

MILLEDGEVILLE,GA

A/C Reg. No. N991PG

Time (Lc1) - 1800 EDT

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

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. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 661      5/25/85      BROOKLET,GA      A/C Reg. No. N32826      Time (Lcl) - 0930 EDT

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 140 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SEBRING,FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BROOKLET,GA	DAVIS AIRPARK
Wind Dir/Speed- 340/004 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2700
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
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 - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 380
SE LAND	Months Since - 13	Last 24 Hrs - 3
	Aircraft Type - PA-28	Make/Model- 380
		Instrument- 1
		Last 30 Days- UNK/NR
		Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT 2 APPROACHES WERE MADE TO RWY 09 AND HE COULD NOT LOCATE A WIND INDICATOR. HE WAS ALSO UNABLE TO CONTACT ANYONE OVER THE UNICOM TO OBTAIN WIND INFORMATION. THE PLT ATTEMPTED A LANDING ON RWY 09 DURING WHICH THE ACFT BOUNCED AND A GO-AROUND WAS INITIATED. THE ACFT STRUCK A TREE APRX 3 MILES EAST OF THE AIRPARK AND CRASHED IN A WOODED AREA. THE PLT LATER ESTIMATED THE WIND TO BE FROM 270 DEGREES AT 15 KTS.

Brief of Accident (Continued)

File No. - 661

5/25/85

BROOKLET, GA

A/C Reg. No. N32826

Time (Lc1) - 0930 EDT

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

1. TERRAIN CONDITION - TREE(S)
  2. WIND INFORMATION - NOT RECEIVED - PILOT IN COMMAND
  3. WEATHER CONDITION - TAILWIND
  4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
  5. PROPER CLIMB RATE - NOT OBTAINED - PILOT IN COMMAND
- 

Occurrence #2            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - GO-AROUND (VFR)

-----

Occurrence #3            IN FLIGHT COLLISION WITH 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) 2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 656      1/16/85      KAHULUI, MAUI, HI      A/C Reg. No. N58399      Time (Lcl) - 1041 HST

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL OBSERVATION	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	3
Accident Occurred During -LANDING					

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

Make/Model - HUGHES 369D	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	ON AIRPORT
Method - N/A	KAHULUI, HI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	KAHULUI
Wind Dir/Speed- 340/005 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 - VFR	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		ROUGH
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, ATP, CFI	Current - YES	Total - 3600
SE LAND	Months Since - 10	Make/Model- 755
HELICOPTER	Aircraft Type - 204	Instrument- 258
		Last 24 Hrs - 3
		Last 30 Days- 80
		Last 90 Days- 275
		Rotorcraft - 3315

Instrument Rating(s) - HELICOPTER

-----Narrative-----

ACCORDING TO THE PLT, ABOUT 1.4 HOURS INTO A LOCAL PHOTO FLT, THE FUEL GAGE SHOWED 125 POUNDS AND HE ELECTED TO RETURN TO THE ARPT FOR MORE FUEL. WITH THE FUEL GAGE SHOWING JUST UNDER 100 POUNDS, ENGINE FLAMED OUT ON APPROACH TO THE ARPT AND PLT EXECUTED AN AUTOROTATION TO A ROCKY CLEAR AREA. EXAMINATION OF THE FUEL SYSTEM DISCLOSED THAT THE FUEL TANK WAS EMPTY AND THAT BOTH THE GAGE AND WARNING LIGHT INDICATED HIGHER QUANTITIES THAN ARE ACTUALLY IN THE FUEL TANK. THE PLT DID NOT VISUALLY CHECK THE FUEL QUANTITY DURING THE PREFLIGHT.



Brief of Accident (Continued)

File No. - 656

1/16/85

KAHULUI, MAUI, HI

A/C Reg. No. N58399

Time (Lcl) - 1041 HST

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

Finding(s)

1. WARNING SYSTEM(OTHER) - INCORRECT
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. FLUID, FUEL - EXHAUSTION
  4. FUEL SUPPLY - NOT IDENTIFIED - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 660      5/29/85      WEST LIBERTY, IA      A/C Reg. No. N8976F      Time (Lc1) - 1300 CDT

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

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

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

Make/Model	- HUGHES 269C	Eng Make/Model	- LYCOMING HIO-360	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1670	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
Method	- N/A	SAME AS ACC/INC
Completeness	- N/A	Destination
Basic Weather	- VMC	LOCAL
Wind Dir/Speed	- CALM	ATC/Airspace
Visibility	- 15.0 SM	Type of Flight Plan
Lowest Sky/Clouds	- CLEAR	- NONE
Lowest Ceiling	- NONE	Type of Clearance
Obstructions to Vision	- NONE	- NONE
Precipitation	- NONE	Type Apch/Lndg
Condition of Light	- DAYLIGHT	- NONE

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

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

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 3550	Last 24 Hrs - 3
SE LAND	Months Since - 2	Make/Model- 1730	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 70	Last 90 Days- 70
			Rotorcraft - 3500

Instrument Rating(s) - NONE

-----Narrative-----

ON A DOWNWIND SWATH RUN THE HELICOPTER EXPERIENCED AN ENG FAILURE AND THE PLT ENTERED AN AUTOROTATION. THE PLT THEN MADE A HARD LANDING WHICH RESULTED IN SUBSTANTIAL DAMAGE. INSPECTION OF THE ENGINE REVEALED THAT THE NUT WHICH RETAINS THE GEAR TO CRANKSHAFT END HAD BACKED OFF ALLOWING THE GEAR TO SEPARATE AND THE ENG TO QUIT. THE NUT SAFETY WHICH BUTTS UP TO THE NUT FACE WAS NOT IN PLACE.

Brief of Accident (Continued)

File No. - 660

5/29/85

WEST LIBERTY, IA

A/C Reg. No. N8976F

Time (Lc1) - 1300 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE ASSEMBLY, OTHER - SEPARATION
2. MAINTENANCE, OVERHAUL - INADEQUATE - COMPANY MAINTENANCE PSNL

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - GROUND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 770      6/16/85      JEFFERSON,IA      A/C Reg. No. N4703S      Time (Lcl) - 1735 CDT

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

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

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

Make/Model - JOEL K. SENTER RV-4	Eng Make/Model - LYCOMING O- 320-E2A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 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	JEFFERSON,IA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	JEFFERSON,IA	UNKNOWN
Wind Dir/Speed- 150/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 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 - 1200 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 147
SE LAND	Months Since - 10	Make/Model- 84
	Aircraft Type - RV-4	Instrument- 2
		Last 24 Hrs - 2
		Last 30 Days- 9
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED OUT OF CONTROL AFTER & LOW ALT DEMONSTRATION PASSES ABOVE RWY AT ABOUT 50 FT AGL. AFTER THE LAST PASS, A LOW AIRSPEED MANEUVER. THE PLT EXECUTED A STEEP TURN AND DESCENDED IN A NOSE LOW ATTITUDE TO GROUND IMPACT.

Brief of Accident (Continued)

File No. - 770

6/16/85

JEFFERSON,IA

A/C Reg. No. N4703S

Time (Lcl) - 1735 CDT

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

Finding(s)

1. REMEDIAL ACTION - EXCESSIVE - PILOT IN COMMAND
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. AIRSPEED - IMPROPER - PILOT IN COMMAND
4. LOW PASS - PERFORMED - PILOT IN COMMAND
5.      IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6.      IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - CROP

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 771      7/02/85      DENISON, IA      A/C Reg. No. N6799D      Time (Lcl) - 2000 CDT

-----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 - BRANTLY B-2	Eng Make/Model - LYCOMING VO-360-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1670	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	DENISON MUNI
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 200
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 6591
SE LAND, ME LAND	Months Since - 3	Last 24 Hrs - 1
HELICOPTER	Aircraft Type - A7	Make/Model- 263
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 27
		Multi-Eng - 1019
		Rotorcraft - 306

Instrument Rating(s) - UNK/NR

-----Narrative-----

PLT REPORTS THAT THE ENG IDLE SETTING WAS TOO LOW AND THE ENG QUIT WHEN HE REDUCED POWER DURING A PRACTICE AUTOROTATION.  
THE ACFT TOUCHED DOWN HARD AND THE MAIN ROTOR CONTACTED TAIL BOOM.

Brief of Accident (Continued)

File No. - 771

7/02/85

DENISON,IA

A/C Reg. No. N6799D

Time (Lc1) - 2000 CDT

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

Finding(s)

1. THROTTLE/POWER CONTROL - IMPROPER -
  2. MAINTENANCE,ADJUSTMENT - IMPROPER -
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      APPROACH

Finding(s)

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND
- 

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

Finding(s)

4. FLARE - MISJUDGED - PILOT IN COMMAND
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 623      3/01/85      BANCROFT, ID      A/C Reg. No. N9386B      Time (Lcl) - 1700 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
NONE

Crew  
Pass

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

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

Make/Model      - CESSNA 175  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2350  
No. of Seats      - 4

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

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

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

Weather Data

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

Basic Weather      - IMC

Wind Dir/Speed- 330/015 KTS

Visibility      - 1.000 SM

Lowest Sky/Clouds      - 500 FT PART OBS

Lowest Ceiling      - 1000 FT OBSCURED

Obstructions to Vision- BLOWING SNOW

Precipitation      - SNOW

Condition of Light      - DUSK

Itinerary

Last Departure Point

PRESTON, ID

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

BANCROFT

Runway Ident      - 25

Runway Lth/Wid      - 2500/ 25

Runway Surface      - ASPHALT

Runway Status      - SNOW - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 44

Biennial Flight Review

Current      - UNK/NR

Months Since      - UNK/NR

Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT IMPACTED LEVEL TERRAIN APRX 500 YARDS EAST OF THE BANCROFT ARPT. N9386B WAS ONE OF A FLT OF TWO ACFT RETURNING TO BANCROFT FROM PRESTON, ID. THE WX HAD DETERIORATED DURING THE FLT WITH SNOW SHOWERS AND BLOWING SNOW. WHILE THE OTHER ACFT WAS LANDING AT BANCROFT. THE PLT OF N9386B ELECTED TO FLY OVER HIS HOUSE BEFORE LANDING. THE PLT'S WIFE HEARD THE ACFT FLY OVER AND BECAME CONCERNED WHEN HE DID NOT RETURN HOME. THE ACFT CONTACTED THE TERRAIN LEFT WING FIRST AND CARTWHEELED. THE WRECKAGE WAS LOCATED ALONG WHAT WOULD HAVE BEEN A BASE LEG FOR RWY 25.



Brief of Accident (Continued)

File No. - 623

3/01/85

BANCROFT, ID

A/C Reg. No. N9386B

Time (Lcl) - 1700 MST

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

Finding(s)

1. PLANNING-DECISION - POOR - PILOT IN COMMAND
2. WEATHER CONDITION - WHITEOUT
3. LIGHT CONDITION - DUSK
4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
5. 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) 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. - 689      3/08/85      HAILEY, ID      A/C Reg. No. N3115U      Time (Lcl) - 1843 MST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-HORIZON AIRLINES, INC.	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED, DOMESTIC, PAX/CARGO	Fire	Crew	0	0	0	2
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	18
Accident Occurred During	-LANDING						

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

Make/Model	- FAIRCHILD SA-227AC	Eng Make/Model	- GARRETT TPE33111U611G	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 14500	Engine Type	- TURBOPROP		
No. of Seats	- 20	Rated Power	- 1000 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SALT LAKE CITY, UT	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	HAILEY, ID	FRIEDMAN MEMORIAL
Wind Dir/Speed - 300/005 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 20.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6600/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - VISUAL	Runway Status - DRY
Obstructions to Vision - NONE	STRAIGHT-IN	
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 4900
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 1200
	Aircraft Type - SA-227	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-----

ON LDG THE EXPERIENCED CAPTN ENCOUNTERED A RIGHT DRIFT ON THE DRY RWY WITH NEGLIGIBLE WINDS. RUDDER/PWR/NOSEWHEEL STEERING INPUTS WERE INSUFFICIENT TO REGAIN DIRECTIONAL CONTROL. RIGHT DRIFT TRANSLATED INTO A STRONG RIGHT SWERVE WITH CONTINUED APPLICATION OF FULL LEFT NOSEWHEEL STEERING AND SIMULTANEOUS BRAKING. ACFT DEPARTED RIGHT SIDE OF RWY AND NOSEWHEEL OBSERVED TRACKING STRAIGHT INTO SNOW & NO NOSEWHEEL SKID MARKS OBSERVED. TESTING REVEALED REDUCED NOSEWHEEL STEERING EFFECTIVENESS WITH DECREASING NOSE STRUT COMPRESSION DUE TO ENGAGEMENT OF CENTERING CAM. CAPTN REPORTED "NOSE HIGH" TAXI ATTITUDE AND "PITCH SENSITIVE" FLT. CAPTN/OTHER PLTS REPORTED DIFFICULTY ACHIEVING EQUAL BRAKING DURING CONDITIONS OF LARGE RUDDER PEDAL DISPLACEMENT. THIS CONDITION IS NOT ADDRESSED IN PLT/OPS MANUALS. CHECK OF BRAKE/NOSEWHEEL STEERING SYSTEMS REVEALED NO MECHANICAL MALFUNCTION.

Brief of Accident (Continued)

File No. - 689

3/08/85

HAILEY, ID

A/C Reg. No. N3115U

Time (Lcl) - 1843 MST

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

Finding(s)

1. DIRECTIONAL CONTROL - INADEQUATE - PILOT IN COMMAND
2. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN (STANDARD/REQUIREMENT), CONTROL LOCATION - MANUFACTURER
3. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN (STANDARD/REQUIREMENT), AIRCRAFT MANUALS - MANUFACTURER
4. LANDING GEAR, NOSEWHEEL STEERING - INADEQUATE

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

Finding(s)

5. TERRAIN CONDITION - SNOWBANK

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

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

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. - 787      4/28/85      BLISS,ID      A/C Reg. No. N5122H      Time (Lcl) - 1430 MDT

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

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

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

Make/Model - PIPER PA-14	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1850	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GOODING,ID	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 340/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 15000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - 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 - 0
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 4
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED BY WITNESSES TO CLIMB OUT AT A STEEP ANGLE & SLOW AIRSPEED AFTER THE 3RD TOUCH & GO BEFORE PERFORMING A WINGOVER LIKE MANEUVER & CRASHING IN THE X-WIND TURN. THE PAX REPORTED THE PLT EXECUTING A STEEP LEFT TURN BEFORE THE ACFT BEGAN A SMOOTH RAPID DESCENT. THE FLAPS WERE FOUND RETRACTED. THE PLT REPORTED HAVING FLOWN FOR THE PREVIOUS 10 YEARS BUT POSSESSED ONLY A STUDENT PLT CERTIFICATE. HE ALSO REPORTED UNFAMILIARITY WITH THE COCKPIT ERGONOMICS OF THE PA-14 AS COMPARED TO THE PA-18 WHICH HE HAD BEEN FLYING.

Brief of Accident (Continued)

File No. - 787

4/28/85

BLISS, ID

A/C Reg. No. N5122H

Time (Lcl) - 1430 MDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
  3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  4. RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND
  5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - 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

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. - 693      5/13/85      OWYHEE RESERV., ID      A/C Reg. No. N5425D      Time (Lcl) - 1500 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire      Crew      0  
NONE      Pass      0

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

Make/Model      - BEECHCRAFT H-35  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 1650  
No. of Seats      - 4

Eng Make/Model - CONTINENTAL IO-470-N  
Number Engines - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 230 HP

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

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

Weather Data

Wx Briefing      - UNK/NR  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- CALM  
Visibility      - 50.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
BOISE, ID  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 35

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 286	Last 24 Hrs	- UNK/NR
Make/Model-	29	Last 30 Days-	UNK/NR
Instrument-	13	Last 90 Days-	8

Instrument Rating(s) - NONE

-----Narrative-----

THE FLT DEPARTED FROM BOISE, IDAHO, ON THE LEFT MAIN FUEL TANK. FIFTEEN MINUTES INTO THE FLT THE PLT SWITCHED TO THE LEFT AUXILIARY TANK. SEVERAL MINUTES LATER, THE ENGINE CEASED OPERATING DISPIE THE PLTS SWITCHING BACK TO THE LEFT MAIN FUEL TANK. AN ENGINE RESTART WAS NOT SUCCESSFUL. DUE TO VERY ROUGH TERRAIN, THE PLT MADE A FORCED LANDING ALONG A RIVER BANK WHERE SUBSTANTIAL DAMAGE WAS DONE. NO REASON FOR THE ENGINE FAILURE COULD BE DETERMINED.

Brief of Accident (Continued)

File No. - 693

5/13/85

OWYHEE RESERV., ID

A/C Reg. No. N5425D

Time (Lcl) - 1500 MDT

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 - 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. - 798      5/14/85      MURPHY, ID      A/C Reg. No. N1815Q      Time (Lcl) - 0636 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire      NONE

Fatal

Crew      1  
Pass      1

Injuries

Serious      0      Minor      0  
                 0           0

None  
0  
0

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

Make/Model      - CESSNA 177RG  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2800  
No. of Seats      - 4

Eng Make/Model      - LYCOMING IO-360-A1B6  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 200 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - PARTIAL,LMTD BY PILOT  
Basic Weather      - IMC

Itinerary

Last Departure Point  
NAMPA, ID  
Destination  
HOLLISTER, CA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 310/008 KTS  
Visibility      - 5.0      SM  
Lowest Sky/Clouds      - 1000 FT SCATTERED  
Lowest Ceiling      - 4000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - RAIN  
Condition of Light      - DAWN

ATC/Airspace

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

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

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

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

Age - 44  
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      - 1220      Last 24 Hrs - UNK/NR  
Make/Model- UNK/NR      Last 30 Days- 4  
Instrument- UNK/NR      Last 90 Days- 20  
Multi-Eng - UNK/NR      Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT RECEIVED A PREFLIGHT WX BRIEF INDICATING A RECENT FRONTAL PASSAGE IN THE AREA WITH STRONG WINDS AND TRUBULENCE ASSOCIATED WITH THUNDERSHOWERS ALONG THE INITIAL ROUTE OF FLIGHT UNTIL CLEAR OF THE OWYHEE MOUNTAINS. NO FLT PLAN WAS FILED. RADAR TRACKED THE ACFT TARGET SOUTH INTO THE MOUNTAINS WHERE IT DISAPPEARED. ANALYSIS OF RADAR DATA SHOWS THE TARGET CIRCLING BEFORE DISAPPEARING. WITNESSES AT BOISE, IDAHO AIRPORT STATED OWYHEE MOUNTAINS, NORMALLY VISIBLE FROM THE ARPT, WERE OBSCURED BY CLOUDS AT THE TIME OF OCCURRENCE. RELATIVES INDICATED A BUSINESS MEETING WAS SCHEDULED FOR THAT MORNING AT DESTINATION. INVESTIGATION SHOWED ACFT IMPACTED TERRAIN IN DESCENDING LEFT TURN AT A HIGH RATE OF SPEED.



Brief of Accident (Continued)

File No. - 798

5/14/85

MURPHY, ID

A/C Reg. No. N1815Q

Time (Lcl) - 0636 MDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND
3. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
4. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND
5. WEATHER CONDITION - TURBULENCE (THUNDERSTORMS)
6. WEATHER CONDITION - UNFAVORABLE WIND
7. WEATHER CONDITION - OBSCURATION
8. WEATHER CONDITION - RAIN

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

Finding(s)

9. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
10. AIRCRAFT HANDLING - NOT MAINTAINED - 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) 10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 698      6/21/85      TWIN FALLS, ID      A/C Reg. No. N6762K      Time (Lcl) - 1930 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 137	NONE	Pass	0	Serious	Minor	None
Accident Occurred During	-LANDING			0	0	0	1
				0	0	0	0

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

Make/Model	- GRUMMAN 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	- TURBOSHAFT		
No. of Seats	- 1	Rated Power	- 600 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- UNK/NR	ON AIRPORT	
Method	- UNK/NR		
Completeness	- UNK/NR	Airport Data	
Basic Weather	- VMC	TWIN FALLS	
Wind Dir/Speed	- CALM	Runway Ident	- 12
Visibility	- 50.0 SM	Runway Lth/Wid	- 3207/ 100
Lowest Sky/Clouds	- CLEAR	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

Destination	LOCAL
ATC/Airspace	
Type of Flight Plan	- NONE
Type of Clearance	- NONE
Type Apch/Lndg	- FULL STOP

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

Pilot-In-Command	Age - 56	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT			
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)				
COMMERCIAL	Current	- UNK/NR	Total	- 11850	Last 24 Hrs	- 12
SE LAND, ME LAND, SE SEA	Months Since	- UNK/NR	Make/Model	- 4000	Last 30 Days	- UNK/NR
	Aircraft Type	- UNK/NR	Instrument	- 0	Last 90 Days	- 170
			Multi-Eng	- 350		

Instrument Rating(s) - NONE

-----Narrative-----

A PARTIAL LOSS OF POWER OCCURRED DURING AERIAL APPLICATION DUE TO A CRACK AROUND ONE OF THE CYLINDERS. WHILE THE PLT WAS ATTEMPTING TO DUMP CHEMICALS, THE ACFT SETTLED ONTO THE GROUND TEARING OFF THE RT MAIN GEAR. THE PLT THEN FLEW ON TO TWIN FALLS TO LAND. THE ACFT FLIPPED INVERTED DURING THE LANDING.

Brief of Accident (Continued)

File No. - 698

6/21/85

TWIN FALLS, ID

A/C Reg. No. N6762K

Time (Lc1) - 1930 MDT

-----  
Occurrence #1      LOSS OF POWER  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)  
1. ENGINE ASSEMBLY, CYLINDER - CRACKED  
-----

Occurrence #2      MAIN GEAR COLLAPSED  
Phase of Operation      MANEUVERING  
-----

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 725      6/23/85      OROFINO, ID      A/C Reg. No. N25231      Time (Lcl) - 1000 MDT

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

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

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

Make/Model	- LUSCOMB 8A	Eng Make/Model	- CONTINENTAL A-65-8	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1400	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- 270/010 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">OROFINO, ID</p> <p>Destination</p> <p style="padding-left: 20px;">OROFINO, ID</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">OROFINO MUNICIPAL</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 2520/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
---	---	--

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 57</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - NO</p> <p style="padding-left: 20px;">Months Since - 31</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - EXPIRED</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 912</td> <td>Last 24 Hrs</td> <td>- UNK/NR</td> </tr> <tr> <td>Make/Model-</td> <td>12</td> <td>Last 30 Days-</td> <td>UNK/NR</td> </tr> <tr> <td>Instrument-</td> <td>3</td> <td>Last 90 Days-</td> <td>17</td> </tr> </table>	Total	- 912	Last 24 Hrs	- UNK/NR	Make/Model-	12	Last 30 Days-	UNK/NR	Instrument-	3	Last 90 Days-	17
Total	- 912	Last 24 Hrs	- UNK/NR											
Make/Model-	12	Last 30 Days-	UNK/NR											
Instrument-	3	Last 90 Days-	17											

Instrument Rating(s) - NONE

-----Narrative-----

DURING STRONG GUSTING WINDS THE PRIVATE PLT WAS ATTEMPTING TO GIVE DUAL INSTRUCTION. DURING SHORT FINAL FOR RWY 27 AND THE WIND FROM 270 AT 8 TO 12 KNOTS GUSTING TO 18 KNOTS AN APPROACH STALL WAS ENTERED INTO A ABOUT 50 FEET AGL. ALTHOUGH AN ATTEMPTED RECOVERY WAS MADE, THE ACFT STRUCK THE RWY AND THEN CAME TO REST AFTER IT STRUCK AN FBO'S BUILDING.

Brief of Accident (Continued)

File No. - 725

6/23/85

OROFINO, ID

A/C Reg. No. N25231

Time (Lcl) - 1000 MDT

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
  2.    COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  3. WEATHER CONDITION - GUSTS
  4.    STALL - INADVERTENT - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 700      6/28/85      BURLEY, ID      A/C Reg. No. N935AB      Time (Lcl) - 0735 MDT

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

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

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

Make/Model - BORRESON DRAGON FLY	Eng Make/Model - VOLKSWAGON UNKNOWN	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1075	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - UNK/NR	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	BURLEY, ID	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	BURLEY
Wind Dir/Speed- 050/012 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4034/ 150
Lowest Sky/Clouds - 15000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 379
SE LAND	Months Since - 0	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT CRASHED DUE TO LOSS OF CONTROL DURING TAKEOFF. THE PLT REPORTED THAT DURING TAKEOFF CLIMB, THE NOSE OF THE ACFT PITCHED DOWN DESPITE THE APPLICATION OF AFT ELEVATOR PRESSURE. THE ACFT CONTACTED THE RWY AND BOUNCED. THE PLT THEN REDUCED PWR AND THE ACFT ONCE AGAIN CONTACTED THE RWY NOSE FIRST BEFORE COMING TO REST.

Brief of Accident (Continued)

File No. - 700

6/28/85

BURLEY, ID

A/C Reg. No. N935AB

Time (Lc1) - 0735 MDT

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

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 736      7/15/85      PACATELLO, ID      A/C Reg. No. N2396E      Time (Lcl) - 0815 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor  
0      0  
0      0

None  
1  
2

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

Make/Model      - CESSNA 172  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2550  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-320-D2J  
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      - UNK/NR  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC

Wind Dir/Speed- 080/004 KTS  
Visibility      - 40.0 SM  
Lowest Sky/Clouds      - 7000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
BUTTE, MT  
Destination  
POCATELLO, ID

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

POCATELLO MUNICIPAL  
Runway Ident      - UNK/NR  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

Pilot-In-Command

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

Age - 38

Biennial Flight Review

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

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

Total      - 133      Last 24 Hrs - 3  
Make/Model- 33      Last 30 Days- UNK/NR  
Instrument- 4      Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

AFTER LANDING THE PLT WAS INSTRUCTED BY THE TOWER TO EXPEDITE OFF THE RWY AND TAXIWAY DUE TO A JET FOLLOWING CLOSE BEHIND. DURING TAXI FROM THE TAXIWAY TO THE RAMP, THE PLT WAS PAYING PARTICULAR ATTENTION TO HIS RIGHT WING TIP TO AVOID PARKED ACFT. THE ACFT STRUCK A CHAIN LINK FENCE WITH ITS LEFT WING AND THE PROPELLOR STRUCK A PARKED UNOCCUPIED CAR.



Brief of Accident (Continued)

File No. - 736

7/15/85

PACATELLO, ID

A/C Reg. No. N2396E

Time (Lcl) - 0815 MDT

---

Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAXI - FROM LANDING

Finding(s)

1. CLEARANCE - INADEQUATE - PILOT IN COMMAND
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 732      8/04/85      CALDWELL, ID      A/C Reg. No. N5511X      Time (Lcl) - 0930 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 137	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During	-LANDING			0	0	0	1	0

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

Make/Model	- ROCKWELL COMMANDER S2R	Eng Make/Model	- AIRESEARCH TPE-331-43A	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 6000	Engine Type	- TURBOPROP			
No. of Seats	- 1	Rated Power	- 575 HP			

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	CALDWELL, ID			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		UNKNOWN	
Wind Dir/Speed	- CALM	ATC/Airspace		Runway Ident	- N/A
Visibility	- 20.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE	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)	
COMMERCIAL	Current - YES	Total - 3785	Last 24 Hrs - 8
SE LAND	Months Since - 20	Make/Model - UNK/NR	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - 150	Instrument - 78	Last 90 Days - 588
			Rotorcraft - 258

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AN AERO COMMANDER S2R HAD BEEN MODIFIED BY THE INSTALLATION OF AN AIR RESEARCH TPE-331-43A POWER PLANT. DURING AN AERIAL APPLICATION FLIGHT THE PILOT HEARD A LOUD BANG AND EXPERIENCED A LOSS OF POWER. INVESTIGATION REVEALED THE FIRST STAGE TURBINE WHEEL, PART #867569-4 HAD DISINTEGRATED.

Brief of Accident (Continued)

File No. - 732

8/04/85

CALDWELL, ID

A/C Reg. No. N5511X

Time (Lc1) - 0930 MDT

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

Finding(s)

1. TURBINE ASSEMBLY, TURBINE WHEEL - DISINTEGRATED
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

-----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 780      5/08/85      VIRDEN,IL      A/C Reg. No. N731VR      Time (Lcl) - 1845 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Fatal	Injuries	
	DESTROYED		Serious	Minor
Type of Operation -AERIAL APPLICATION	Fire	0	0	0
Flight Conducted Under -14 CFR 137	NONE	0	0	0
Accident Occurred During -DESCENT				

-----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 - YES
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 - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	VIRDEN,IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	VIRDEN,IL	UNKNOWN
Wind Dir/Speed- 200/008 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 - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 25723
SE LAND,ME LAND	Months Since - 9	Last 24 Hrs - 32
	Aircraft Type - UNK/NR	Make/Model- 22069
		Last 30 Days- UNK/NR
		Instrument- 107
		Last 90 Days- 965
		Multi-Eng - 111

Instrument Rating(s) - NONE

-----Narrative-----

DURING AERIAL APPLICATION, THE PILOT ATTEMPTED TO PASS OVER A SET OF LOW WIRES AND UNDER HIGH TENSION LINES. THE WIRES ARE 300 FT. APART HORIZONTALLY. THE PROP CONTACTED THE HIGH TENSION LINES AND THE ACFT WAS DESTROYED ON CONTACT WITH THE GROUND.

Brief of Accident (Continued)

File No. - 780

5/08/85

VIRDEN,IL

A/C Reg. No. N731VR

Time (Lc1) - 1845 CDT

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

Finding(s)

1. OBJECT - WIRE,TRANSMISSION(MARKED)
  2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
  3. JUDGEMENT - POOR - PILOT IN COMMAND
  4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 795      3/13/85      ANGOLA, IN      A/C Reg. No. N3974W      Time (Lcl) - 1835 EST

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

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

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

Make/Model	- PIPER PA-32-260	Eng Make/Model	- LYCOMING O-540-E4B5	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIPROCATING-CARBURETOR		
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	LANSING, MI			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- IMC	INDIANAPOLIS, IN		TRI-STATE STEVBEN	
Wind Dir/Speed	- 220/005 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 2.000 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 4000/ 75
Lowest Sky/Clouds	-	Type of Clearance	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 600 FT. OVERCAST	Type Apch/Lndg	- TRAFFIC PATTERN	Runway Status	- N/A
Obstructions to Vision	- FOG		FULL STOP		
Precipitation	- RAIN		PRECAUTIONARY LANDIN		
Condition of Light	- DUSK				

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

Pilot-In-Command	Age - 51	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1383	Last 24 Hrs - 4
SE LAND	Months Since - 2	Make/Model - 880	Last 30 Days - 22
	Aircraft Type - PA32260	Instrument - 171	Last 90 Days - 37

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT DEPARTED INTO ADVERSE WEATHER CONDITIONS. DURING FLIGHT THE ACFT BEGAN TO ACCUMULATE STRUCTURAL ICING. THE PILOT ELECTED TO CONTINUE ON & EVENTUALLY DECIDED TO LAND AT ANGOLA, IN. DURING FINAL TURN THE PILOT SELECTED 10 DEGREES OF FLAPS. THE ACFT THEN DROPPED HITTING THE GROUND IN A FLAT ATTITUDE. THE ACFT SKIDDED ABOUT 265 FEET TO THE EDGE OF RUNWAY 05.

Brief of Accident (Continued)

File No. - 795

3/13/85

ANGOLA, IN

A/C Reg. No. N3974W

Time (Lcl) - 1835 EST

---

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
  2. WEATHER CONDITION - ICING CONDITIONS
  3. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
  4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  5. WING, SKIN - ICE
  6. LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND
  7. STALL - INADVERTENT - PILOT IN COMMAND
- 

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

---

----Probable Cause----

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

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. - 632      5/25/85      NAPPANEE, IN      A/C Reg. No. N15074      Time (Lcl) - 1600 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire                        NONE

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

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

Make/Model    - PIPER PA-28-140  
Landing Gear   - TRICYCLE-FIXED  
Max Gross Wt   - 2050  
No. of Seats   - 4

Eng Make/Model - LYCOMING O-320-E3D  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 150 HP

ELT Installed/Activated - YES/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- 320/012 KTS  
Visibility        - 7.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling     - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

NAPPANEE MUNICIPAL  
Runway Ident       - 27  
Runway Lth/Wid    - 3000/ 50  
Runway Surface    - ASPHALT  
Runway Status      - DRY

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

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

Age - 44  
Biennial Flight Review  
Current            - N/A  
Months Since      - N/A  
Aircraft Type      - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total	- 75	Last 24 Hrs - 1
Make/Model-	74	Last 30 Days- 2
Instrument-	1	Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING IN A FIELD FOLLOWING A LOSS OF PWR ON INITIAL CLIMB FROM A TOUCH & GO LANDING. POST ACCIDENT INSPECTION REVEALED THE THROTTLE LEVER COULD ROTATE ON THE THROTTLE SHAFT DESPITE THE ATTACHING BOLTS BEING TIGHT AND SAFETY WIRED. THIS SLIPPAGE COULD HAVE ALLOWED INDUCTION SUCTION TO CLOSE THE THROTTLE PLATE DURING TAKEOFF DESPITE THE THROTTLE CONTROL BEING IN THE FULL OPEN (IN) POSITION.



Brief of Accident (Continued)

File No. - 632

5/25/85

NAPPANEE, IN

A/C Reg. No. N15074

Time (Lc1) - 1600 EST

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

Finding(s)

1. THROTTLE/POWER LEVER - INOPERATIVE

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - SOFT

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 673      4/25/85      WAKEENEY,KS      A/C Reg. No. N8852P      Time (Lc1) - 2152 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 1	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - PIPER PA-24-260	Eng Make/Model - CONTINENTAL IO-540-D4A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	DODGE CITY,KS	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - IMC	HILL CITY,KS	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - .500 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 100 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
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) - AIRPLANE

-----Narrative-----

ON A X-COUNTRY FLT FROM DODGE CITY, KS, TO HILL CITY, KS, THE PLT ENCOUNTERED IFR WX CONDITIONS AROUND WAKEENEY, KS. THE IFR CONDITIONS WERE NOT FORECAST FOR HIS AREA OF FLT. A 2000 CST OBSERVATION AT HILL CITY, KS, WAS INDICATING IFR CONDITIONS EXISTING APRX 2 HRS PRIOR. HILL CITY, KS, IS 22 MI NORTH OF WAKEENEY, KS. THE PLT DID NOT RECEIVE ANY WX BRIEFING FOR CURRENT WX CONDITIONS AT CITY HALL OR THE SURROUNDING AREA OF FLT. NO RECORD OF THE PLT FILING A FLT PLAN FOR THE ROUTE OF FLT WAS RECEIVED. INVESTIGATION DID NOT REVEAL ANY MECHANICAL FAILURE/MALFUNCTION PRIOR TO IMPACT. WITNESSES HEARD THE ACFT FLY OVER JUST PRIOR TO IMPACT AND NOTED WX CONDITIONS AS VERY POOR AT THE TIME. THE ACFT IMPACTED TERRAIN HEADING EAST, APRX 2 1/2 MI NORTH OF THE WAKEENEY ARPT. NO PHYSICAL INCAPACITATION OF THE PLT WAS NOTED.

Brief of Accident (Continued)

File No. - 673

4/25/85

WAKEENEY,KS

A/C Reg. No. N8852P

Time (Lc1) - 2152 CST

---

Occurrence #1      IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      MANEUVERING

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. WEATHER CONDITION - FOG
  3. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
  4. LIGHT CONDITION - DARK NIGHT
  5. ALTITUDE - INADEQUATE - PILOT IN COMMAND
  6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      MANEUVERING

Finding(s)

7. TERRAIN CONDITION - GROUND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,6

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 634      4/28/85      GRENOLA,KS      A/C Reg. No. N8624L      Time (Lcl) - 0900 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	0	0	0	1
Flight Conducted Under -14 CFR 137	ON GROUND	0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER PA-25-235C	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 - 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	MOLINE,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GRENOLA,KS	
Wind Dir/Speed- 120/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 500 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 - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2570
SE LAND,ME LAND	Months Since - 14	Make/Model- 1200
	Aircraft Type - PA-25	Instrument- 14
		Multi-Eng - 20
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 150

Instrument Rating(s) - NONE

-----Narrative-----

WHILE MANEUVERING DURING A SWATH TO A FIELD, THE ENGINE QUIT. THE PLT WAS OPERATING HIS ACFT FOR APRX 1/2 HR PRIOR TO THE LOSS OF PWR. THE PLT STATES HE VISUALLY CHECKED THE FUEL LEVEL. AN INSPECTION OF THE ACFT ENGINE REVEALED NO MECHANICAL FAILURE OR PREIMPACT MALFUNCTION. THE PLT STATED HE COULD NO MAINTAIN LEVEL FLT AND NOSED THE ACFT OVER TO AVOID STALLING. THE ACFT STRUCK THE GROUND IN A NOSE LOW ATTITUDE AND WAS DESTROYED BY POST IMPACT FIRE.

Brief of Accident (Continued)

File No. - 634

4/28/85

GRENOLA,KS

A/C Reg. No. N8624L

Time (Lc1) - 0900 CDT

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY  
-----

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)  
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY  
3. PULL-UP - EXCESSIVE - PILOT IN COMMAND  
4. AIRSPEED(VLOF) - INADEQUATE - PILOT IN COMMAND  
5. LEVEL OFF - NOT MAINTAINED - PILOT IN COMMAND  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

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. - 754      6/04/85      WICHITA,KS      A/C Reg. No. N7190C      Time (Lc1) - 1155 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	MINOR					
Type of Operation -POSITIONING	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -TAXI		Other	0	0	0	0
			1	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172RG	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	WICHITA,KS	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	WICHITA,KS	
Wind Dir/Speed- 060/007 KTS		Runway Ident - N/A
Visibility - 10.0 SM	ATC/Airspace	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Ceiling - 2500 FT OVERCAST	Type of Clearance - VFR FLIGHT FOLLOWING	Runway Status - N/A
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 8070
SE LAND,ME LAND,SE SEA	Months Since - 2	Last 24 Hrs - UNK/NR
HELICOPTER	Aircraft Type - 208	Make/Model- 400
		Last 30 Days- 20
		Instrument- 244
		Last 90 Days- 55
		Multi-Eng - 1625
		Rotorcraft - 34

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A CUSHMAN SCOOTER DURING TAXI. A WITNESS STATED THAT WHEN THE SCOOTER DRIVER "LOOKED UP" I SAW THE ACFT TAXIING, HE MADE A HARD RT TURN WHICH THREW HIM OFF. THE SCOOTER DRIVER AND SCOOTER WERE STRUCK SEPARATELY BY THE ACFT. THE SCOOTER HIT THE PASS'G SIDE OF THE ACFT BEHIND THE EXHAUST PIPE. THE DRIVER ROLLED UNDER THE ACFT AND THE ACFT ROLLED OVER HIM. THE VICTIM DIED ABOUT 2 HRS AFTER THE MISHAP. THE SCOOTERS APPROACH TO THE ACFT HAD BEEN MADE AT ABOUT A 45 DEGREE ANGLE FROM THE RIGHT REAR OF THE ACFT WHICH MADE IT VIRTUALLY IMPOSSIBLE FOR THE PLT TO SEE THE VEHICLE. THE 1ST INDICATION THE PLT HAD WAS THE NOISE OF THE IMPACT.

Brief of Accident (Continued)

File No. - 754

6/04/85

WICHITA,KS

A/C Reg. No. N7190C

Time (Lc1) - 1155 CDT

-----  
Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAXI

Finding(s)  
1. VISUAL LOOKOUT - INADEQUATE - DRIVER OF VEHICLE  
-----

-----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. - 664      6/23/85      MANHATTAN,KS      A/C Reg. No. N7012Y      Time (Lc1) - 1326 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	1
Accident Occurred During -LANDING		0	0	0	3

-----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 - 3800	Engine Type - RECIP-FUEL INJECTED	
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 - UNK/NR	WACO, TX	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MANHATTAN
Wind Dir/Speed- 190/015 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 7000/ 150
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - CONCRETE
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 - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 140
	Months Since - N/A	Last 24 Hrs - 4
	Aircraft Type - N/A	Make/Model- 19
		Instrument- 2
		Multi-Eng - 32
		Last 30 Days- UNK/NR
		Last 90 Days- 29

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID HE PUT THE LANDING GEAR SELECTOR SWITCH TO THE DOWN POSITION AND THOUGHT THAT HE OBSERVED A GREEN, DOWN AND LOCKED INDICATOR LIGHT; HOWEVER, THE ACFT LANDED WITH THE GEAR RETRACTED. EXAMINATION OF THE ACFT AFTER THE ACCIDENT REVEALED THAT THE LANDING GEAR SWITCH WAS DOWN AND THE GEAR MOTOR CIRCUIT BREAKER WAS TRIPPED. THE LANDING GEAR SYSTEM WAS ALSO FUNCTIONALLY TESTED. DURING THE FIRST RETRACTION THE GEAR MOTOR CB TRIPPED. AFTER THE CB WAS RESET THE SYSTEM FUNCTIONED PROPERLY THROUGH SEVERAL CYCLES. THE GEAR INDICATOR LIGHTS AND HORN ALSO WORKED PROPERLY.



Brief of Accident (Continued)

File No. - 664

6/23/85

MANHATTAN,KS

A/C Reg. No. N7012Y

Time (Lc1) - 1326 CDT

-----  
Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR EXTENSION - SELECTED - PILOT IN COMMAND
  2. ELECTRICAL SYSTEM,CIRCUIT BREAKER - POPPED/TRIPPED
  3. GEAR EXTENSION - MISJUDGED - PILOT IN COMMAND
  4. UNSAFE/HAZARDOUS CONDITION WARNING - NOT IDENTIFIED - PILOT IN COMMAND
  5. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

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. - 674      7/03/85      EL DORADO,KS      A/C Reg. No. N2858T      Time (Lcl) - 1600 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 -TAKEOFF					

-----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 - UNK/NR
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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PARRY FIELD
Wind Dir/Speed- 310/004 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1800/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1300
SE LAND	Months Since - 8	Make/Model- UNK/NR
	Aircraft Type - 7EC	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT HAD JUST UNDERGONE ANNUAL INSPECTION. PILOT FAILED TO REMOVE CONTROL LOCK BEFORE TEST FLIGHT. ON TAKEOFF ROLL, PILOT WAS NOT ABLE TO MOVE CONTROLS, WENT OFF END OF 1800 FT RUNWAY, THROUGH A FENCE AND IMPACTED A DIRT PILE.

Brief of Accident (Continued)

File No. - 674

7/03/85

EL DORADO, KS

A/C Reg. No. N2858T

Time (Lc1) - 1600 CDT

Occurrence #1      OVERRUN  
Phase of Operation   TAKEOFF - GROUND RUN

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. FLT CONTROL SYST, STABILATOR CONTROL - LOCKED
3. REMOVAL OF CONTROL/GUST LOCK(S) - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation   TAKEOFF - GROUND RUN

Finding(s)

4. OBJECT - FENCE

Occurrence #3      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation   TAKEOFF - GROUND RUN

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) 1,3

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. - 675      7/03/85      VALLEY CENTER,KS      A/C Reg. No. N51611      Time (Lc1) - 2120 CDT

-----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 -TAKEOFF			0	0	0	0	

-----Aircraft Information-----

Make/Model - CESSNA 172B	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	HIGH POINT
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 17
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2400/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 256
SE LAND	Months Since - 8	Make/Model- 143
	Aircraft Type - C-172	Instrument- 2
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD BEEN FLYING WITH HIS YOUNG SON AS PASSENGER DURING DAYLIGHT HOURS. HE WENT SOLO TO GET CURRENT AT NIGHT. AFTER TWO FULL STOP LANDINGS, HE THOUGHT THE YOKE FELT HEAVY FOR THE TRIM SETTING HE USUALLY USED BUT HE STARTED A TAKEOFF ANYWAY. HALFWAY DOWN THE RUNWAY HE USED MORE NOSE-UP TRIM BUT THE CONTROLS STILL FELT HEAVY SO HE ABORTED THE TAKEOFF. HE WAS UNABLE TO STOP ON THE RUNWAY AND WENT OFF THE FOUR FOOT HIGH BANK OF DIRT. INSPECTION REVEALED THAT THE ELEVATOR TRIM POSITION INDICATOR DID NOT INDICATE THE ACTUAL POSITION OF THE ELEVATOR TRIM.

Brief of Accident (Continued)

File No. - 675

7/03/85

VALLEY CENTER,KS

A/C Reg. No. N51611

Time (Lc1) - 2120 CDT

-----  
Occurrence #1        OVERRUN  
Phase of Operation   TAKEOFF - GROUND RUN

Finding(s)  
1. FLT CONTROL SYST,ELEVATOR TRIM INDICATOR - FALSE INDICATION  
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND  
3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND  
-----

Occurrence #2        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation   TAKEOFF - GROUND RUN

Finding(s)  
4. TERRAIN CONDITION - DITCH  
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. - 687      7/11/85      OLATHE,KS      A/C Reg. No. N13064      Time (Lcl) - 1030 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

-----Aircraft Information-----

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	JOHNSON COUNTY EXECUTIVE
Wind Dir/Speed- 270/009 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4099/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - UNK/NR
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 87
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 16
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED THAT SHE USED LEFT AILERON AND RIGHT RUDDER FOR X-WIND CORRECTION AND DID NOT RELEASE THE RUDDER PRESSURE ON TOUCHDOWN. THE ACFT WENT OFF SIDE OF RWY, CROSSED A TAXIWAY, WENT DOWN AN EMBANKMENT AND THROUGH A FENCE INTO A PLOWED FIELD WHERE IT NOSED OVER.

Brief of Accident (Continued)

File No. - 687

7/11/85

OLATHE,KS

A/C Reg. No. N13064

Time (Lc1) - 1030 CDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

3. OBJECT - FENCE

Occurrence #4      NOSE OVER  
Phase of Operation      LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 686      7/28/85      NORCATUR,KS      A/C Reg. No. N4772Y      Time (Lc1) - 1610 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation	-AERIAL APPLICATION	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During	-DESCENT			0	0	0
						None
						1
						0

-----Aircraft Information-----

Make/Model	- PIPER PA-25-235	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	- 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	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL			
Wind Dir/Speed	- UNK/NR	ATC/Airspace		Runway Ident	- N/A
Visibility	- 20.0 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	- NONE	Type Apch/Lndg	- NONE	Runway Status	- N/A
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 3049	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 4	Make/Model- 521	Last 30 Days- UNK/NR
	Aircraft Type - TU-206	Instrument- 72	Last 90 Days- 93

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HAD BEEN SPRAYING FOR 40 MINUTES AT 2500 FT MSL WITH A DENSITY ALT OF APRX 4600 FT WHEN IT STALLED DURING A TURNAROUND. IT THEN IMPACTED AN ELECTRIC PWR POLE FOLLOWED BY THE TERRAIN.



Brief of Accident (Continued)

File No. - 686

7/28/85

NORCATUR,KS

A/C Reg. No. N4772Y

Time (Lc1) - 1610 CDT

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

4. OBJECT - UTILITY POLE
- 

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) 1,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 612      2/16/85      DE QUINCY, LA      A/C Reg. No. N2633J      Time (Lcl) - 1615 CST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - AERIAL APPLICATION	Fire	Crew 0	0	0	1
Flight Conducted Under - 14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - CESSNA T-188C	Eng Make/Model - CONTINENTAL TS10-520	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - 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 - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3295
SE LAND	Months Since - 8	Make/Model- 1600
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 13
		Last 30 Days- 100
		Last 90 Days- 300

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE AN EMERGENCY LANDING IN TREES FOLLOWING AN ENG FAILURE AT 200 FT AGL. SHORTLY AFTER DEPARTURE FROM AN AG STRIP, THE ENG OIL TEMP STARTED RISING. THE PLT STARTED A TURN TO RETURN TO THE STRIP. DURING THE TURN THE ENG SEIZED AND THE PLT LANDED IN THE TREES AS THERE WAS NO OTHER SUITABLE TERRAIN. THE ENG HAD A HISTROY OF HIGH OIL CONSUMPTION THAT WAS NOT REMEDIED. INSP OF THE ENG REVEALED THAT THERE WAS NO OIL PRESENT. SUSPECT OIL STARVATION WITH A SUBSEQUENT INTERNAL FAILURE. THE ENGINE WAS NOT MADE AVAILABLE FOR TEARDOWN.

Brief of Accident (Continued)

File No. - 612

2/16/85

DE QUINCY, LA

A/C Reg. No. N2633J

Time (Lcl) - 1615 CST

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID,OIL - STARVATION
2. ENGINE ASSEMBLY - UNDETERMINED
3. ENGINE ASSEMBLY - FAILURE,TOTAL
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND
5. AIRCRAFT PREFLIGHT - POOR - COMPANY MAINTENANCE PSNL
6. MAINTENANCE,INSPECTION OF AIRCRAFT - NOT PERFORMED - COMPANY MAINTENANCE PSNL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

7. TERRAIN CONDITION - NONE SUITABLE
8. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,6,7

Factor(s) relating to this accident is/are finding(s) 5,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 643      3/22/85      MARSTON MILLS,MA      A/C Reg. No. N3993P      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	1

-----Aircraft Information-----

Make/Model - JONES-BOEING JB-75	Eng Make/Model - CONTINENTAL W670-A	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2700	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	CHATHAM,MA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CAPE COD,MA	CAPE COD
Wind Dir/Speed- 190/010 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1655/ 50
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - UNK/NR	Type Apch/Lndg - STRAIGHT-IN	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 543
SE LAND,SE SEA	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 65
		Instrument- 5
		Last 30 Days- UNK/NR
		Last 90 Days- 64

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER AFTER CONTACTING AN UTILITY POLE DURING AN OVERRUN LANDING. THE ACFT TOUCHED DOWN APRX 1/2 WAY DOWN THE RWY AND THE PLT APPLIED BRAKES, HOWEVER, BRAKING ACTION WAS POOR BECAUSE OF THE WET GRASS RWY. THE ACFT SKIDDED OFF THE END OF THE RWY WHERE IT CONTACTED THE UTILITY POLE AND NOSED OVER.

Brief of Accident (Continued)

File No. - 643

3/22/85

MARSTON MILLS, MA

A/C Reg. No. N3993P

Time (Lc1) - 1400 EST

Occurrence #1        OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
2. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
3. TERRAIN CONDITION - WET
4. BRAKES(NORMAL) - ATTEMPTED - PILOT IN COMMAND

Occurrence #2        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

5. OBJECT - UTILITY POLE

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 765      2/22/85      UTICA,MI      A/C Reg. No. N100RN      Time (Lcl) - 2000 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -EXECUTIVE/CORPORATE  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
DESTROYED

Fire  
NONE

Crew  
Pass

Fatal  
1  
1

Injuries  
Serious      Minor  
0      0  
0      0

None  
0  
0

-----Aircraft Information-----

Make/Model      - PIPER PA-31T  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 9000  
No. of Seats      - 7

Eng Make/Model      - P & W PT 6A-28  
Number Engines      - 2  
Engine Type      - TURBOPROP  
Rated Power      - 620 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - IMC  
Wind Dir/Speed-      003 KTS  
Visibility      - .250 SM  
Lowest Sky/Clouds      -  
Lowest Ceiling      - 100 FT OBSCURED  
Obstructions to Vision- FOG  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
MONTGOMERY,AL  
Destination  
UTICA,MI

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance      - IFR  
Type Apch/Lndg      - ADF/NDB

Airport Proximity  
ON AIRPORT

Airport Data

BERZ-MACOMB  
Runway Ident      - 22  
Runway Lth/Wid      - 4220/ 60  
Runway Surface      - ASPHALT  
Runway Status      - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND  
HELICOPTER

Age - 51  
Biennial Flight Review  
Current      - YES  
Months Since      - 18  
Aircraft Type      - C-7 A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total      - 11000      Last 24 Hrs - 3  
Make/Model- 800      Last 30 Days- 50  
Instrument- 2300      Last 90 Days- 100  
Multi-Eng - 9000      Rotorcraft - 875

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PILOT ATTEMPTED A VOR APPROACH AND MISSED. HE ADVISED ATC HE WAS GOING TO ATTEMPT THE NDB & IF HE COULD NOT SEE THE RWY HE WOULD GO TO METRO AT DETROIT OR PONTIAC. ON THE NDB APPROACH THE AIRCRAFT STRUCK TREES 960 FT BELOW THE MOA. THE AIRCRAFT FLIPPED OVER LANDING ON THE NOSE & TOP OF THE FUSELAGE.

Brief of Accident (Continued)

File No. - 765

2/22/85

UTICA, MI

A/C Reg. No. N100RN

Time (Lc1) - 2000 EST

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - NOT CORRECTED - PILOT IN COMMAND
  2. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
  3. JUDGEMENT - POOR - PILOT IN COMMAND
  4. MINIMUM DESCENT ALTITUDE - NOT USED - PILOT IN COMMAND
  5. DECISION HEIGHT - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

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. - 618      4/20/85      MARLETTE, MI      A/C Reg. No. N3FW      Time (Lc1) - 1130 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 - WHEAT PITTS S-1-S	Eng Make/Model - LYCOMING IO-360-B4A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ROME0, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MARLETTE
Wind Dir/Speed- 230/014 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 75
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5050
SE LAND	Months Since - 11	Make/Model- 500
GLIDER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 30
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

100 YARDS FROM END OF RWY ON FINAL APCH PLT LOST RUDDER CONTROL. DURING LANDING ROLL AS AIRSPEED AND AILERON CONTROL EFFECTIVENESS DECREASED THE ACFT VEERED OFF THE SIDE OF THE RWY. THE LOWER LEFT WING CONTACTED A VASI LIGHT. INSPECTION REVEALED RIGHT SIDE RUDDER CABLE FAILED APRX 2 FT FROM RUDDER ATTACH POINT. CABLE APPEARED TO BE CHAFED OR CUT THROUGH 1/2 THE CIRCUMFERENCE. REMAINING PORTION APPEARS TO HAVE FAILED FROM INSTANTANEOUS TENSILE OVERLOAD.



Brief of Accident (Continued)

File No. - 618

4/20/85

MARLETTE, MI

A/C Reg. No. N3FW

Time (Lc1) - 1130 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLT CONTROL SYST, RUDDER CONTROL - INOPERATIVE

Occurrence #2 LOSS OF CONTROL - ON GROUND  
Phase of Operation LANDING - ROLL

Finding(s)

2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT  
Phase of Operation LANDING - ROLL

Finding(s)

3. OBJECT - RUNWAY LIGHT

-----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. - 777      5/24/85      BESSEMER, MI      A/C Reg. No. N3910N      Time (Lcl) - 1550 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
0  
0

Minor  
0  
0

None  
1  
0

-----Aircraft Information-----

Make/Model      - MOONEY M-20G  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2525  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-360-A1D  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 180 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - UNK/NR  
Method      - UNK/NR  
Completeness      - UNK/NR

Basic Weather      - VMC

Wind Dir/Speed- 280/013 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - 25000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
WAUKESHA, WI  
Destination  
IRONWOOD, MI

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      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 30  
Biennial Flight Review  
Current      - YES  
Months Since      - 9  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total      - 125      Last 24 Hrs - 2  
Make/Model- 40      Last 30 Days- UNK/NR  
Instrument- 5      Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT FELT HE HAD ENOUGH FUEL FOR THE PLANNED TRIP. PRIOR TO REACHING HIS DESTINATION THE ENGINE LOST POWER & WOULD NOT RESTART USING EITHER FUEL TANK. THE PILOT FAILED TO LOWER THE LANDING GEAR PRIOR TO LANDING ON A ROAD. THE ACFT STRUCK A UTILITY POLE DURING THE LANDING ROLL. BOTH FUEL TANKS WERE FOUND EMPTY UPON INSPECTION.

Brief of Accident (Continued)

File No. - 777

5/24/85

BESSEMER, MI

A/C Reg. No. N3910N

Time (Lc1) - 1550 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INACCURATE - PILOT IN COMMAND
3. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. GEAR EXTENSION - NOT SELECTED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, ANXIETY/APPREHENSION - PILOT IN COMMAND

Occurrence #4 ON GROUND COLLISION WITH OBJECT  
Phase of Operation LANDING - ROLL

Finding(s)

6. OBJECT - UTILITY POLE(MARKED)

-----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) 3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 768      5/26/85      MARSHALL, MI      A/C Reg. No. N18066      Time (Lcl) - 1300 EDT

-----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	1	0
				0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	MT. GILEAD, OH	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BROOKS FIELD
Wind Dir/Speed- 250/014 KTS	ATC/Airspace	Runway Ident - 10
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3500/ 75
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - VFR	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 - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 52
	Months Since - N/A	Last 24 Hrs - 7
	Aircraft Type - N/A	Make/Model- 52
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT BECAME DISORIENTED AT ONE OF HIS CHECK POINTS ON A X-COUNTY FLT. WITH ASSISTANCE FROM FSS AND APPROACH CONTROL HE ARRIVED AT HIS DESTINATION. THE STUDENT, HOWEVER, SELECTED THE RWY WITH A TAILWIND COMPONENT & WAS UNABLE TO LAND AFTER TWO APPROACHES. THE ENGINE FAILED (FUEL EXHAUSTION) AFTER THE SECOND APPROACH & A FORCED LANDING WAS EXECUTED IN A PLOWED FIELD. THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 768

5/26/85

MARSHALL, MI

A/C Reg. No. N18066

Time (Lcl) - 1300 EDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    APPROACH - GO-AROUND (VFR)

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
  3.        IMPROPER DECISION, ANXIETY/APPREHENSION - PILOT IN COMMAND
  4. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 769      6/06/85      PLYMOUTH, MI      A/C Reg. No. N1462      Time (Lcl) - 0820 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	1	0
Accident Occurred During - DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model - CHADWICK STITTS SA-3A	Eng Make/Model - CONTINENTAL A-65	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	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	METTETAL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 36
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2550/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 69	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 60
SE LAND	Months Since - 22	Make/Model- 1
	Aircraft Type - C-152	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE TAKEOFF WAS MADE AT TOO LOW AN AIRSPEED. THE ACFT CONTINUED DOWN THE RWY AT ABOUT 20 FT AGL IN A NOSE HIGH ATTITUDE. AT THE END OF THE RWY THE ACFT PITCHED UP & NOSED OVER.

Brief of Accident (Continued)

File No. - 769

6/06/85

PLYMOUTH, MI

A/C Reg. No. N1462

Time (Lc1) - 0820 EDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT

Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIFT-OFF - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
5. ABORT - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

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. - 682      6/07/85      FRANKENMUTH,MI      A/C Reg. No. N5347Q      Time (Lcl) - 1000 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	Serious 1	Minor 0	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 150	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 - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	FRANKENMUTH
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 09
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - UNK/NR
Obstructions to Vision- NONE	TOUCH AND GO	
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)
STUDENT	Current - N/A	Total - 13
	Months Since - N/A	Make/Model- UNK/NR
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE APPROACH POWER WAS ADDED & THE AIRCRAFT WAS OBSERVED TO BOUNCE AFTER TOUCHDOWN. THE ACFT ENTERED A LEFT TURN & FROM ABOUT 50 FT AGL WAS OBSERVED TO COLLIDE WITH THE GROUND IN A NOSE DOWN ATTITUDE. THE FLAPS WERE FOUND IN THE DOWN POSITION.



Brief of Accident (Continued)

File No. - 682

6/07/85

FRANKENMUTH,MI

A/C Reg. No. N5347Q

Time (Lc1) - 1000 EDT

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    APPROACH - GO-AROUND (VFR)

Finding(s)

1. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND
  2.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
- 

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    APPROACH - GO-AROUND (VFR)

Finding(s)

3. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
  4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  5. STALL/SPIN - 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) 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. - 681      6/17/85      JENISON, MI      A/C Reg. No. N5267R      Time (Lcl) - 2000 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation - PERSONAL	Fire	Crew	0	0	0	1	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During -LANDING							

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	MUSKEGON, MI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	RIVERVIEW
Wind Dir/Speed- 240/010 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3010/ 46
Lowest Sky/Clouds - 10000 FT 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 - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 214
SE LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 140
		Instrument- 33
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LEVELED THE WINGS DURING THE LANDING FLARE IN A X-WIND BUT FAILED TO REMOVE RUDDER INPUT. THE ACFT DRIFTED TO THE RIGHT OF THE RWY AND TOUCHED DOWN IN A GRASS AREA WHERE IT CONTACTED A GULLY AND NOSED OVER.

Brief of Accident (Continued)

File No. - 681

6/17/85

JENISON, MI

A/C Reg. No. N5267R

Time (Lc1) - 2000 EDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
  2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
  4. 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) 1,2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 712      6/26/85      DAVISON, MI      A/C Reg. No. N5970B      Time (Lcl) - 1715 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 182A	Eng Make/Model - CONTINENTAL O-470	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	STRONGSVILLE, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DAVISON, MI	
Wind Dir/Speed - 170/004 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 14.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1750 -UNK/NR
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - UNK/NR
Obstructions to Vision - NONE	FULL STOP	
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 - 2097
SE LAND	Months Since - 10	Last 24 Hrs - 35
	Aircraft Type - UNK/NR	Make/Model - 601
		Last 30 Days - UNK/NR
		Instrument - 45
		Last 90 Days - 123

Instrument Rating(s) - NONE

-----Narrative-----

ACFT TOUCHED DOWN HARD AND BECAME AIRBORNE. ON THE SECOND GROUND CONTACT THE NOSE GEAR COLLAPSED. PLT PREVIOUSLY ABORTED TWO LANDINGS BECAUSE OF EXCESSIVE AIRSPEED.

Brief of Accident (Continued)

File No. - 712

6/26/85

DAVISON,MI

A/C Reg. No. N5970B

Time (Lc1) - 1715 EDT

Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRSPEED - IMPROPER - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
4. TOUCH-AND-GO LANDING - NOT PERFORMED - 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) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 778      3/18/85      LAKE ELMO, MN      A/C Reg. No. N7401B      Time (Lc1) - 1545 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -TEST FLIGHT	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
				0	0	0

-----Aircraft Information-----

Make/Model - CHAMPION 7EC	Eng Make/Model - CONTINENTAL C-90-12F	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 90 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	SAME AS ACC/INC	LAKE ELMO
Wind Dir/Speed- 210/015 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 707
SE LAND, SE SEA	Months Since - 4	Make/Model- 155
	Aircraft Type - UNK/NR	Instrument- 46
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 51

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON TAKEOFF, AT ABOUT 150 FT AGL, ALL POWER WAS LOST AND THE PILOT EXECUTED A FORCED LANDING ON THE AIRPORT.  
POST-ACCIDENT INSPECTION REVEALED CONTAMINATION IN THE FUEL MANIFOLD VALVE.

Brief of Accident (Continued)

File No. - 778

3/18/85

LAKE ELMO, MN

A/C Reg. No. N7401B

Time (Lcl) - 1545 CST

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM - BLOCKED(TOTAL)

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Occurrence #3      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

2. LANDING GEAR, MAIN GEAR - OVERLOAD
3. LEVEL OFF - IMPROPER - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 793      4/26/85      MINNEAPOLIS, MN      A/C Reg. No. N29134      Time (Lcl) - 1946 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew	0	0	1
Accident Occurred During	-LANDING	NONE	Pass	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA T210L	Eng Make/Model - CONTINENTAL TS10-520	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 - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 030/010 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 6500 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point ABERDEEN, SD</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>FLYING CLOUD</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 2691/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
--	--	--

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 4700
SE LAND	Months Since - 13	Make/Model- 4700
	Aircraft Type - UNK/NR	Instrument- 495
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 105

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LOWERING THE LANDING GEAR THE PILOT HEARD A LOUD TAN MP". A GEAR DOWN & LOCKED INDICATION WAS NOT OBTAINED HOWEVER, THE MAIN GEAR APPEARED TO BE DOWN TO THE PILOT. UPON LANDING THE ACFT SWIRVED OFF THE SIDE OF THE RUNWAY. ONLY THE RIGHT MAIN GEAR WAS DOWN & LOCKED. THE RIGHT MAIN GEAR RETRACT ACTUATOR WAS FOUND SPLIT OPEN.



Brief of Accident (Continued)

File No. - 793

4/26/85

MINNEAPOLIS, MN

A/C Reg. No. N29134

Time (Lc1) - 1946 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - OVERLOAD
2. LANDING GEAR - MISJUDGED - PILOT IN COMMAND
3. FLUID, HYDRAULIC - LOSS, TOTAL
4. - INOPERATIVE

Occurrence #2 GEAR COLLAPSED  
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 756      6/16/85      EVELETH, MN

A/C Reg. No. N6121K

Time (Lcl) - 1320 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Fire	0	1	0	0
Crew				
Pass	1	2	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91.  
Accident Occurred During - TAKEOFF

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - REPUBLIC RC-3  
Landing Gear - AMPHIBIAN  
Max Gross Wt - 2980  
No. of Seats - 4

Eng Make/Model - FRANKLIN 6A8 SERIES  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 215 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- 170/014 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 4000 FT SCATTERED  
Lowest Ceiling - 25000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAWN

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LAC LACROIX, MN

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND, SE SEA

Age - 62  
Biennial Flight Review  
Current - YES  
Months Since - 23  
Aircraft Type - RC-3

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total	2022	Last 24 Hrs - 1
Make/Model-	121	Last 30 Days- 5
Instrument-	0	Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

ON TAKEOFF FROM ELY LAKE THE ACFT TURNED SHARP LEFT AT AN ALTITUDE OF 80-100 FT. AT THIS POINT THE ACFT CEASED RATED TO CLIMB AND DECENDED INTO TREES AND A LAKESIDE HOUSE. THE A CFT WAS IN EXCESS OF 400 LBS OVER GROSS WEIGHT. THE LADING GEAR AND NOSE BALLAST WAS INSTALLED.

Brief of Accident (Continued)

File No. - 756

6/16/85

EVELETH, MN

A/C Reg. No. N6121K

Time (Lc1) - 1320 CDT

Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. IGNITION SYSTEM, IGNITION HARNESS - CRACKED
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. IGNITION SYSTEM, SPARK PLUG - OUTPUT LOW
4. ALTITUDE - INADEQUATE - PILOT IN COMMAND
5. MANEUVER - EXCESSIVE - PILOT IN COMMAND
6. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
7. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
8. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
9. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

10. OBJECT - TREE(S)
11. OBJECT - RESIDENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,6,8,9

Factor(s) relating to this accident is/are finding(s) 1,3,4,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 669      3/09/85      WALDRON, MO      A/C Reg. No. N8078F      Time (Lcl) - 1530 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	1	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - CESSNA 150F	Eng Make/Model - CONTINENTAL D-200	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WALDRON, MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 210/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1850
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE MANEUVERING NORTHBOUND ON THE MISSOURI RIVER LEVEE THE PASSENGER NOTICED THE PLT FLYING JUST ABOVE THE LEVEE ROAD. THE PASSENGER STATED THE PLT TOLD HIM THEY WERE FORTY FEET OFF THE GROUND BUT SOMETIMES LOWER. THE PASSENGER STATED HE SAW THE PICKUP TRUCK AND THE PLT MADE A LEFT BANK TO TURN LEFT, WHEN THE LEFT WING IMPACTED THE CAB OF THE TRUCK. NO MECHANICAL DISCREPANCY WAS FOUND WITH THE AIRCRAFT AIRFRAME OR ENGINE DURING THE FIELD AND FOLLOW-UP SITE INVESTIGATION. THE TWO TRUCK OCCUPANTS STATED THEY HEARD AND SAW THE ACFT APPROACHING THEM FROM THE REAR AND DUCKED WHEN THE ACFT'S WING STRUCK THEIR TRUCK.

Brief of Accident (Continued)

File No. - 669

3/09/85

WALDRON, MO

A/C Reg. No. N8078F

Time (Lc1) - 1530 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - VEHICLE
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. VISUAL SEPARATION - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - DIRT BANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 663      4/29/85      PECULIAR,MO      A/C Reg. No. N8943Y      Time (Lcl) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
0  
0

Minor  
0  
0

None  
1  
1

-----Aircraft Information-----

Make/Model - PIPER PA-39  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3600  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-320-B1A  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 160 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 15.0 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - 2000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
GAGE,OK  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity  
ON AIRSTRIP

Airport Data

Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND,ME LAND

Age - 61  
Biennial Flight Review  
Current - YES  
Months Since - 11  
Aircraft Type - PA-39

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 3730  
Make/Model- 484  
Instrument- 84  
Multi-Eng - 484  
Last 24 Hrs - 7  
Last 30 Days- UNK/NR  
Last 90 Days- 19

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LANDING ROLL AT THE PLT'S PVT AIR STRIP WITH A RUNWAY CONSISTING OF WET SOD, THE BRAKES WERE APPLIED TO STOP THE ACFT. THE BRAKING WAS INEFFECTIVE AND THE ACFT DEPARTED THE SIDE OF THE RUNWAY. AFTER DEPARTING THE RUNWAY THE MAIN GEAR AND NOSE GEAR COLLAPSED. THE ACFT SUFFERED SUBSTANTIAL DAMAGE IN THE ENSUING GEAR COLLAPSE.

Brief of Accident (Continued)

File No. - 663

4/29/85

PECULIAR,MO

A/C Reg. No. N8943Y

Time (Lcl) - 1700 CDT

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - WET
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2      GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL  
3. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 679      5/09/85      CALWOOD,MO      A/C Reg. No. N951B      Time (Lcl) - 1330 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL OBSERVATION	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 1	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - BELL 47G	Eng Make/Model - FRANKLIN 6V-335-A	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 3	Rated Power - 200 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	COLUMBIA,MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 230/013 KTS	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 - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT .
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 210
SE LAND	Months Since - 0	Make/Model- 210
HELICOPTER	Aircraft Type - BELL 47	Instrument- 0
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 130
		Rotorcraft - 210

Instrument Rating(s) - NONE

-----Narrative-----

N951B CRASHED IN A WOODED AREA DURING A POWERLINE PATROL FLT WHICH INCLUDED PHOTOGRAPHY OF THE POWERLINE. ACCORDING TO WITNESSES, THE HELICOPTER WAS FLYING PARALLEL TO THE POWERLINE IN A WESTERLY DIRECTION WHEN THE ACCIDENT OCCURRED. EXAM OF THE WRECKAGE REVEALED THE TAIL ROTOR GEAR BOX AND HUB, ALONG WITH ON TAIL ROTOR BLADE HAD SEPARATED IN FLT AND WAS LOCATED APRX 50 YARDS FROM THE MAIN WRECKAGE. THE OTHER TAIL ROTOR BLADE WAS LOCATED APRX 160 YARDS AWAY FROM THE MAIN WRECKAGE. METALLURGICAL EXAM OF THE BROKEN YOKE REVEALED A FATIGUE FRACTURE WHICH PROGRESSED FROM MULTIPLE ORIGINS AT THE ROOT OF THE INTERNAL THREADS OF THE SPLINE. THE EXAM ALSO SHOWED THAT THE INTERNAL THREADS WERE NITRIDE TREATED. THIS WAS NOT A BELL HELICOPTER PART. THE PMA, UNDER WHICH THIS PART WAS MANUFACTURED, PROHIBITS NITRIDE TREATMENT OF THE SPINDLE BORE & THREADS.



Brief of Accident (Continued)

File No. - 679

5/09/85

CALWOOD,MO

A/C Reg. No. N951B

Time (Lc1) - 1330 CDT

-----  
Occurrence #1        AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. ROTOR SYSTEM, TAIL ROTOR HUB - FATIGUE
  2. TAIL ROTOR - IMPROPER - MANUFACTURER
  3. MATERIAL DEFECT (INADEQUATE QUALITY CONTROL) - MANUFACTURER
- 

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    CRUISE - NORMAL

Occurrence #3        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

4. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 633      5/14/85      OSAGE BEACH,MO      A/C Reg. No. N4362F      Time (Lc1) - 1030 CDT

-----Basic Information-----

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-KITTY HAWK AIRWAYS	SUBSTANTIAL						
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	0	Serious	0	Injuries
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	Minor	0	None
Accident Occurred During	-LANDING							1
								4

-----Aircraft Information-----

Make/Model	- PIPER PA-46	Eng Make/Model	- CONTINENTAL TS10-540	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3650	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 301 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	ADDISON, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	OSAGE BEACH, MO	LYNN CREEK/GRAND GLAIZE
Wind Dir/Speed- 200/010 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3205/ 60
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 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 - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 2825
SE LAND, ME LAND	Months Since - 2	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-32	Make/Model- 7
		Last 30 Days- UNK/NR
		Instrument- 293
		Last 90 Days- 155
		Multi-Eng - 850

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT LANDED THE ACFT MID-FIELD ON THE 3205 FT RWY. THE ACFT LANDING SPEED WAS HIGHER THAN NORMAL AND A DECISION WAS MADE TO CONTINUE THE LANDING INSTEAD OF GOING AROUND FOR ANOTHER ATTEMPT. THE PLT APPLIED BRAKES & THE ACFT SKIDDED OFF THE RWY. THE PLT STATED HE SHOULD HAVE MADE A GO-AROUND INSTEAD OF THE DECISION TO CONTINUE THE LANDING. WINDS WERE REPORTED AS LIGHT AND VARIABLE AT THE ARPT.

Brief of Accident (Continued)

File No. - 633

5/14/85

OSAGE BEACH, MO

A/C Reg. No. N4362F

Time (Lc1) - 1030 CDT

---

Occurrence #1

OVERRUN

Phase of Operation

LANDING - ROLL

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
  2. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
  3. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #2

ON GROUND COLLISION WITH TERRAIN

Phase of Operation

LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - GROUND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594  
2006 220

Brief of Accident

File No. - 743      2/11/85      THOMPSON FALLS, MT      A/C Reg. No. N3777P      Time (Lcl) - 1030 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation - AERIAL OBSERVATION	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	1

-----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 - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	THOMAS FALLS, MT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	UNKNOWN
Wind Dir/Speed- 090/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 4000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - SNOW SHOWER		
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)
COMMERCIAL	Current - YES	Total - 1710
SE LAND, ME LAND, SE SEA	Months Since - 23	Make/Model- 1000
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LNDG ON TERRAIN COVERED BY 20 INCHES OF SNOW. THE FLT WAS ON DEER SURVEY FLT THE PLT TOLD OF IMPROPER USE OF THE CARB HEAT CONTROL DURING A PERIOD OF "PERFECT" ICING CONDITIONS. THE PLTS REDUCTION OF POWER DURING MANEUVERING ALSO CONTRIBUTED TO THE BUILD UP OF ICE IN THE CARBURETOR. THE PLT WROTE IN HIS STATEMENT UNDER PREVENTATIVE RECOMMENDATIONS THAT HE SHOULD HAVE BEEN MORE AWARE OF GETTING BEHIND THE "HEAT CURVE" OF THE ENG.

Brief of Accident (Continued)

File No. - 743

2/11/85

THOMPSON FALLS,MT

A/C Reg. No. N3777P

Time (Lc1) - 1030 MST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      MANEUVERING

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
4. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - SNOW COVERED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this 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. - 699      7/09/85      SHELBY,NC      A/C Reg. No. N9718T      Time (Lc1) - 1330 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -TEST FLIGHT	Fire	Crew 0	Serious 0	Minor 1	None 0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA T303	Eng Make/Model - CONTINENTAL TSIO-520-AE	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 2100	Engine Type - RECIP-FUEL INJECTED	
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	SHELBY,NC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SHELBY MUNICIPAL
Wind Dir/Speed- 240/008 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4300/ 75
Lowest Sky/Clouds - 12000 FT SCATTERED	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 - 51	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2500
SE LAND,ME LAND	Months Since - 11	Make/Model- 80
	Aircraft Type - UNK/NR	Instrument- 70
		Multi-Eng - 500
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 75

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT AFTER TAKEOFF FROM RWY 23, HE NOTICED OIL COMING FROM THE LEFT ENG. HE INITIATED A TURN TO LAND ON RWY 05 BUT WAS UNABLE TO LINE UP WITH THE RWY. HE ELECTED TO GO-AROUND AND WHEN HE ADDED FULL POWER THE LEFT ENG OIL PRESSURE WENT TO ZERO PSI. THE PLT FEATHERED THE LEFT ENG AND A SINGLE ENG GO-AROUND WAS ATTEMPTED. THE LANDING GEAR AND FLAPS WERE NOT RETRACTED AND THE ACFT CRASHED 2 MILES NE OF THE ARPT AND WAS DESTROYED BY POST CRASH FIRE. THE ORIGIN OF THE OIL LEAK COULD NOT BE DETERMINED DUE TO THE EXTENT OF THE FIRE DAMAGE.

Brief of Accident (Continued)

File No. - 699

7/09/85

SHELBY, NC

A/C Reg. No. N9718T

Time (Lc1) - 1330 EDT

Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, OIL - LEAK
2. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - TREE(S)

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 751      8/16/85      BOWMAN,ND      A/C Reg. No. N7126Y      Time (Lcl) - 1930 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -CLOUD SEDDIN	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	Pass	0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-30/A	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 - 3725	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BOWMAN,ND	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BOWMAN
Wind Dir/Speed- 270/015 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4800/ 75
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID.MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 647
ME LAND	Months Since - 8	Make/Model- 123
	Aircraft Type - UNK/NR	Instrument- 679
		Multi-Eng - 145
		Last 24 Hrs - 22
		Last 30 Days- UNK/NR
		Last 90 Days- 862

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS LANDED GEAR UP. THE PLT WAS AWARE OF THE CONDITION AT ONE POINT IN THE TRAFFIC PATTERN. A CHECK BY RETARDING THE THROTTLE(S) ON FINAL PRODUCED NO WARNING HORN SO THE PLT ASSUMED THAT THE GEAR WAS DOWN. AFTER THE GEAR UP LANDING, THE CIRCUIT BREAKER ON THE GEAR WAS FOUND "POPPED" WHICH EXPLAINED THE LACK OF ACTION & WARNING. THE PLT SAID THAT SHE HAD TO LEARN TO IGNORE DISTRACTIONS & FIGHT COMPLACANCY IN HER FUTURE FLTS.



Brief of Accident (Continued)

File No. - 751

8/16/85

BOWMAN,ND

A/C Reg. No. N7126Y

Time (Lcl) - 1930 MDT

---

Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. CHECKLIST - INADEQUATE - PILOT IN COMMAND
  2.    IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
  3. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
  4.    IMPROPER USE OF PROCEDURE, COMPLACENCY - 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) 1,2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 752      8/19/85      MOTT,ND      A/C Reg. No. N47500      Time (Lcl) - 0700 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	MINOR						
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During -DESCENT			0	0	0	0	

-----Aircraft Information-----

Make/Model - AERONCA 058B	Eng Make/Model - CONTINENTAL 65-A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1620	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - TV WX	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	FLEMMING,MN	
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 - SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1410
SE LAND,ME LAND,SE SEA	Months Since - 12	Last 24 Hrs - 5
	Aircraft Type - PA-23	Make/Model- 1200
		Instrument- 0
		Last 30 Days- 67
		Last 90 Days- 67
		Multi-Eng - 35

Instrument Rating(s) - NONE

-----Narrative-----

WHILE DEPARTING A STUBBLE FIELD, THE AIRCRAFT'S TIRE RAN INTO A SOFT SPOT IN THE GROUND AND THE AIRCRAFT TURNED AND STRUCK THE SHOULDER OF A ROAD. THE RIGHT GEAR BROKE AND THE RIGHT WING TIP STRUCK THE GROUND, THE RIGHT STRUT BROKE, THE TAIL WHEEL AND RUDDER WERE DAMAGED ALONG WITH THE PROP

Brief of Accident (Continued)

File No. - 752

8/19/85

MOTT,ND

A/C Reg. No. N47500

Time (Lc1) - 0700 MDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN  
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. TERRAIN CONDITION - SOFT
4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED  
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

6. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 763      5/24/85      OMAHA, NE      A/C Reg. No. N8833B      Time (Lcl) - 2030 CDT

-----Basic Information-----

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage					
		SUBSTANTIAL					
Type of Operation	-PERSONAL	Fire	Crew	Fatal	0	0	0
Flight Conducted Under	-14 CFR 91	IN FLIGHT	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- BEECH 65-88	Eng Make/Model	- LYCOMING IGS0-540-B1A	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 8800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 9	Rated Power	- 380 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- UNK/NR	OMAHA, NE			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	TULSA, OK			
Wind Dir/Speed	- 180/007 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 15.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 5000 FT SCATTERED	Type of Clearance	- IFR	Runway Surface	- N/A
Lowest Ceiling	- 25000 FT BROKEN	Type Apch/Lndg	- NONE	Runway Status	- N/A
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI	Current - YES	Total - 4964	Last 24 Hrs - 1
SE LAND, ME LAND	Months Since - 2	Make/Model - 43	Last 30 Days - UNK/NR
	Aircraft Type - 65	Instrument - 407	Last 90 Days - 139
		Multi-Eng - 2989	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT REPORTED THAT THE RT ENG BEGAN TO RUN ROUGH AND BACKFIRE AS THE FLT WAS CLIMBING THRU 400 FT AGL AFTER TAKEOFF. MOMENTS LATER THE RT ENG FIRE WARNING LIGHT ILLUMINATED AND THE PLT SECURED THE ENG AND LANDED. THE FIRE WARNING LIGHT WENT OUT PRIOR TO LANDING AND THERE WAS INDICATION OF FIRE. INVESTIGATION REVEALED A HOLE BURNED N THE #3 CYL HEAD AND A SEPARATED INDUCTION MANIFOLD COUPLING AT THE #2 CYL. THE EXAMINATION ALSO REVEALED FIRE DAMAGE TO RIGHT ENG MOUNT AND COWLING.

Brief of Accident (Continued)

File No. - 763

5/24/85

OMAHA, NE

A/C Reg. No. N8833B

Time (Lcl) - 2030 CDT

-----  
Occurrence #1            FIRE/EXPLOSION  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - BURNED
  2. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
  3. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
  4. ENGINE ASSEMBLY, CYLINDER - DISTORTED
  5. ENGINE ASSEMBLY, CYLINDER - DISCONNECTED
  6. ENGINE ASSEMBLY, MOUNT - BURNED
  7. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND
- 

Occurrence #2            FORCED LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

8. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 659      5/30/85      HARRISON,NE      A/C Reg. No. N71407      Time (Lc1) - 1230 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -BUSINESS	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model - LUSCOMBE 8A	Eng Make/Model - CONTINENTAL A-65	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	WEST POINT,NE	
Completeness - PARTIAL,LMTD BY FCSTR	Destination	Airport Data
Basic Weather - VMC	HARRISON,NE	HARRISON SKYRANCH
Wind Dir/Speed- 270/040 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3400/ 50
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - CONTACT	Runway Status - DRY
Obstructions to Vision- NONE	TRAFFIC PATTERN	
Precipitation - NONE	FULL STOP	
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 480
SE LAND	Months Since - 13	Last 24 Hrs - 5
	Aircraft Type - C-150	Make/Model- 50
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STALLED DURING AN ATTEMPTED GO-AROUND. THE PLT INITIATED THE GO-AROUND WHILE ATTEMPTING TO LAND ON RWY 30 WITH WINDS FROM 270 DEGS AT 40 KTS GUSTING TO 60 KTS. THE ACFT STALLED, CONTACTED THE RWY AND VEERED LEFT OFF THE RWY SURFACE. THE PLT RECEIVED A WX BRIEFING BEFORE DEPARTING WEST POINT, NE.

Brief of Accident (Continued)

File No. - 659

5/30/85

HARRISON,NE

A/C Reg. No. N71407

Time (Lcl) - 1230 CDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. WEATHER CONDITION - HIGH WIND
  3. JUDGEMENT - POOR - PILOT IN COMMAND
  4. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND
  5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  6. STALL - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 665      6/13/85      BINGHAM, NE      A/C Reg. No. N80747      Time (Lcl) - 1225 MDT

-----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	Pass 0	0	0	2
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2800 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 85
SE LAND	Months Since - 12	Last 24 Hrs - UNK/NR
	Aircraft Type - C-172M	Make/Model- 85
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTS THAT THE ACFT BEGAN TO SETTLE WHILE ON FINAL APCH FOR LANDING. FULL POWER WAS APPLIED BUT THE ACFT CONTINUED TO SETTLE. THE ACFT HIT NOSE GEAR COLLAPSED AND THE ACFT NOSED OVER. THE PLT HAD FLOWN 11 HRS SINCE RECEIVING PRIVATE PLT CERTIFICATE A YEAR PRIOR TO THE ACCIDENT.



Brief of Accident (Continued)

File No. - 665

6/13/85

BINGHAM,NE

A/C Reg. No. N80747

Time (Lc1) - 1225 MDT

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. AIRSPEED - INADEQUATE - PILOT IN COMMAND
  2. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
  3. STALL - INADVERTENT - PILOT IN COMMAND
  4.        IMPROPER USE OF PROCEDURE, LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
- 

Occurrence #2            NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD
- 

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

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 738      4/20/85      NO. HAMPTON,NH      A/C Reg. No. N95043      Time (Lcl) - 1320 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -APPROACH

Aircraft Damage

DESTROYED

Fire

NONE

Fatal

Crew      1

Pass      1

Injuries

Serious

0

Minor

0

None

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/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING

Method      - N/A

Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 160/008 KTS

Visibility      - 30.0 SM

Lowest Sky/Clouds      - 100 FT SCATTERED

Lowest Ceiling      - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

LAWRENCE,MA

Destination

N.HAMPTON,NH

Airport Proximity

ON AIRPORT

Airport Data

HAMPTON AIRFIELD

Runway Ident      - 20

Runway Lth/Wid      - 2050/ 300

Runway Surface      - GRASS/TURF

Runway Status      - DRY

HIGH VEGETATION

ATC/Airspace

Type of Flight Plan      - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - GO AROUND

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

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      - 30

Make/Model- UNK/NR

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ON APRIL 20, 1985, A PIPER PA-28-140, FLOWN BY A STUDENT PLT, CRASHED DURING AN ATTEMPTED GO-AROUND AT NORTH HAMPTON, NH, WHILE ON A PLEASURE FLT. THE WX WAS CLEAR, WINDS WERE LIGHT AND VARIABLE WITH UNLIMITED VISIBILITY. THE TOUGH RWY IS 2050 FT LONG AND 300 FT WIDE AND IS SURROUNDED BY TREES. ACCORDING TO WITNESSES, THE PLT FLEW DOWN THE RWY AND AT ABOUT TE MIDFIELD POINT, THE NOSE PITCHED UP AND THE PLT EXECUTED A TURN TO THE LEFT. DURING THE TURN TO THE LEFT, THE BANK INCREASED TO 90 DEGREES, THE NOSE DROPPED BELOW THE HORIZON, AND THE ACFT CRASHED INTO AN OPEN FIELD,. NONE OF THE WITNESSES HEARD AN INCREASE IN ENG RPM DURING THE GO-AROUND. THE PLT HAD APRX 30 HRS TOTAL FLYING TIME AND HAD NOT FLOWN INTO THIS AIRFIELD BEFORE. THE PLT HAD RECEIVED ALL OF HIS INSTRUCTION AT ANOTHER AIRFIELD LOCATED 20 MILES AWAY. THIS WAS THE PLT'S FIRST KNOWN ATTEMPT TO LAND AT ANOTHER ARPT.

Brief of Accident (Continued)

File No. - 738

4/20/85

NO. HAMPTON, NH

A/C Reg. No. N95043

Time (Lcl) - 1320 EST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
6. GO-AROUND - ATTEMPTED - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

7. STALL - INADVERTENT - PILOT IN COMMAND
8. AIRSPEED (VMC) - 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) 6,7,8

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. - 645      3/16/85      PRINCETON,NJ      A/C Reg. No. N62541      Time (Lcl) - 1615 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
				0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	PRINCETON
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 28
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3100/ 60
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 154
SE LAND	Months Since - UNK/NR	Make/Model- 67
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT EXPERIENCED NOSE GEAR DAMAGE FOLLOWING A LOSS OF CONTROL DURING TOUCHDOWN. THE PLT STATED THE ACFT TOUCHED DOWN ON THE MAIN GEAR AND BOUNCED AS THE NOSE GEAR WAS BEING LOWERED. AFTER THE ACFT PORPOISED SEVERAL TIMES THE PLT WAS ABLE TO REGAIN CONTROL AND THE ACFT SETTLED ONTO THE RWY.

Brief of Accident (Continued)

File No. - 645

3/16/85

PRINCETON,NJ

A/C Reg. No. N62541

Time (Lc1) - 1615 EST

---

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
  2. AIRCRAFT HANDLING - POOR - PILOT IN COMMAND
  3. RECOVERY FROM BOUNCED LANDING - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 760      6/11/85      BELMAR, NJ      A/C Reg. No. N176FJ      Time (Lcl) - 1245 EDT

-----Basic Information-----

Type Operating Certificate	NONE (GENERAL AVIATION)	Aircraft Damage						
		SUBSTANTIAL		Fatal		Injuries		
Type of Operation	-EXECUTIVE/CORPORATE	Fire	Crew	0	0	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0		2	0
Accident Occurred During	-HOVER		Other	1	1		0	0

-----Aircraft Information-----

Make/Model	- SIKORSKY S76A	Eng Make/Model	- ALLISON 250-C30S	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 10300	Engine Type	- TURBOSHAFT		
No. of Seats	- 8	Rated Power	- 650 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	POINT PLEASANT, NJ			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	BELMAR, NJ		MONMOUTH CO.	
Wind Dir/Speed	- 090/008 KTS			Runway Ident	- 03
Visibility	- 7.0 SM	ATC/Airspace		Runway Lth/Wid	- 3707/ 46
Lowest Sky/Clouds	- 12000 FT THIN BKN	Type of Flight Plan	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- 25000 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 - 49	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP, CFI	Current - YES	Total - 8672	Last 24 Hrs - 37
SE LAND, ME LAND	Months Since - 6	Make/Model - 1055	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 686	Last 90 Days - 197
		Multi-Eng - 178	Rotorcraft - 7637

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

DURING TAKEOFF & LANDING PRACTICE FOR A PRE-SOLO PLT THE CFI SAW A HELICOPTER, N176FJ, APPROACHING THE ARPT. N4956B, AT THE TIME OF 1ST SIGHTING, WAS ON A LEFT BASE FOR RWY 3. THE ROTORCRAFT APPARENTLY DID NOT SEE N4956B OR HEAR ANY RADIO CALLS AT THIS UNCONTROLLED ARPT. THE ROTORCRAFT CAME FROM THE SOUTH TO HOVER OVER A POSITION NEAR THE PARALLEL TAXIWAY BY RWY 3. THE HELICOPTER WAS HOVERING & N4956B WAS LIFTING OFF AFTER A TOUCH-&-GO LANDING WHEN IT VEERED TO THE RIGHT AND COLLIDED WITH THE HELICOPTER. WHEN THE CFI WAS REMOVED FROM THE ACFT HE STATED THAT THEY WERE CAUGHT IN THE HELICOPTERS ROTOR VORTEX TURBULENCE.

Brief of Accident (Continued)

File No. - 760

6/11/85

BELMAR,NJ

A/C Reg. No. N176FJ

Time (Lcl) - 1245 EDT

-----  
Occurrence #1        MIDAIR COLLISION  
Phase of Operation    HOVER

Finding(s)

1. RADIO COMMUNICATIONS - NOT RECEIVED - PILOT IN COMMAND
  2. VISUAL LOOKOUT - NOT RECEIVED - PILOT IN COMMAND
  3. VISUAL SEPARATION - INADEQUATE - PILOT OF OTHER AIRCRAFT
  4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
- 

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

5. ROTOR DRIVE SYSTEM - DISINTEGRATED
  6. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
- 

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - OPEN FIELD
  8. MANEUVER - UNCONTROLLED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 760      6/11/85      BELMAR,NJ      A/C Reg. No. N4956B      Time (Lcl) - 1245 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	DESTROYED	Fatal	Injuries		
Type of Operation -INSTRUCTIONAL	Fire	1	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	1	0	0
Accident Occurred During -TAKEOFF		0	0	0	0
		0	0	4	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 - 112 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BELMAR,NJ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BELMAR MONMOUTH CO.
Wind Dir/Speed- 090/008 KTS		Runway Ident - 03
Visibility - 7.0 SM	ATC/Airspace	Runway Lth/Wid - 3707/ 46
Lowest Sky/Clouds - 12000 FT THIN BKN	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT OVERCAST	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1744
SE LAND	Months Since - 18	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 83
		Instrument- 66
		Last 30 Days- 55
		Last 90 Days- 150
		Multi-Eng - 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF & LANDING PRACTICE FOR A PRE-SOLO PLT THE CFI SAW A HELICOPTER, N176FJ, APPROACHING THE ARPT. N4956B, AT THE TIME OF 1ST SIGHTING, WAS ON A LEFT BASE FOR RWY 3. THE ROTORCRAFT APPARENTLY DID NOT SEE N4956B OR HEAR ANY RADIO CALLS AT THIS UNCONTROLLED ARPT. THE ROTORCRAFT CAME FROM THE SOUTH TO HOVER OVER A POSITION NEAR THE PARALLEL TAXIWAY BY RWY 3. THE HELICOPTER WAS HOVERING & N4956B WAS LIFTING OFF AFTER A TOUCH-&-GO LANDING WHEN IT VEERED TO THE RIGHT AND COLLIDED WITH THE HELICOPTER. WHEN THE CFI WAS REMOVED FROM THE ACFT HE STATED THAT THEY WERE CAUGHT IN THE HELICOPTERS ROTOR VORTEX TURBULENCE.



Brief of Accident (Continued)

File No. - 760

6/11/85

BELMAR, NJ

A/C Reg. No. N4956B

Time (Lcl) - 1245 EDT

-----  
Occurrence #1        VORTEX TURBULENCE ENCOUNTERED  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. VISUAL SEPARATION - INADEQUATE - PILOT IN COMMAND
  2. JUDGEMENT - POOR - PILOT IN COMMAND
- 

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    DESCENT - UNCONTROLLED

Occurrence #3        MIDAIR COLLISION  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

3. FLIGHT CONTROL SURFACES/ATTACHMENTS - SEPARATION
- 

Occurrence #4        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - OPEN FIELD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 647      6/15/85      PLAINSBORO,NJ      A/C Reg. No. N49882      Time (Lcl) - 1430 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation	-AERIAL APPLICATION	Fire	Crew	Fatal	0	Serious	Injuries
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	Minor	0
Accident Occurred During	-LANDING					None	1
							0

-----Aircraft Information-----

Make/Model	- BELL 47G-3	Eng Make/Model	- LYCOMING VO-435-A1F	ELT Installed/Activated	- UNK/NR
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	Rated Power	- 280 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	PLAINSBORO,NJ			
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	- UNK/NR	Type of Flight Plan	- NONE	Runway Surface	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- UNK/NR	Type Apch/Lndg	- FORCED LANDING		
Obstructions to Vision-	NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT			
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)				
COMMERCIAL,CFI	Current	- UNK/NR	Total	- 15420	Last 24 Hrs	- 5
SE LAND,ME LAND,SE SEA	Months Since	- UNK/NR	Make/Model-	3362	Last 30 Days-	UNK/NR
HELICOPTER	Aircraft Type	- UNK/NR	Instrument-	21	Last 90 Days-	110
					Rotorcraft	- 6475

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE HELICOPTER CRASHED SHORTLY AFTER TAKEOFF WITH 55 GALLONS OF FERTILIZER ON BOARD. THE PLT STATED THAT EACH TIME HE MADE A SWATH RUN OVER THE FIELD THE BLADES OF THE HELICOPTER WERE PICKING UP SOME OF THE LIQUID FERTILIZER. ON TAKEOFF HELICOPTER FELT HEAVY, ACCORDING TO THE PLT. UNABLE TO GET THE RPM BACK AND TOO LATE TO ACTIVATE THE EMERGENCY DUMP, THE HELICOPTER COLLIDED WITH THE GROUND IN THE POTATO FIELD.

Brief of Accident (Continued)

File No. - 647

6/15/85

PLAINSBORO, NJ

A/C Reg. No. N49882

Time (Lc1) - 1430 EDT

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF

Finding(s)

1. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND  
-----

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

2. LOAD JETTISON - NOT POSSIBLE - PILOT IN COMMAND  
-----

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 718      4/09/85      GRANT, NM      A/C Reg. No. N738LR      Time (Lcl) - 1715 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	2
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 172	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 ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination	Airport Data
Completeness - N/A	FARMINGTON, NM	Runway Ident - 09
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 4500/ 60
Wind Dir/Speed- 360/010 KTS	Type of Flight Plan - NONE	Runway Surface - DIRT
Visibility - 60.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - NONE	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 465
SE LAND	Months Since - 10	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 436
		Last 30 Days- UNK/NR
		Instrument- 34
		Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED DURING TAKEOFF FROM A DIRT STRIP NEAR GRANT, NM, WHILE ON A PLEASURE FLT. VMC CONDITIONS PREVAILED AND NO FLT PLAN WAS FILED. THE PLT & HIS 3 OCCUPANTS WERE NOT INJURED. THE PLT REPORTED THAT A DUST DEVIL CAUGHT THE ACFT AT AN ALT OF 35-50 FT AGL AND CAUSED THE ACFT TO CRASH INTO THE GROUND. THE PLT REPORTED NO MECHANICAL PROBLEMS WITH THE ACFT. THE FLD ELEVATION IS ABOUT 6800 FT AND THE TEMPERATURE WAS APRX 65-75 DEG F RESULTING IN A DENSITY ALT OF ABOUT 8700 FT.

Brief of Accident (Continued)

File No. - 718

4/09/85

GRANT,NM

A/C Reg. No. N738LR

Time (Lcl) - 1715 MST

-----  
Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
  2. WEATHER CONDITION - UNFAVORABLE WIND
- 

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)

3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  5. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation   DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 622      6/27/85      LORDSBURG,NM      A/C Reg. No. N8180F      Time (Lc1) - 1035 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	4
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - PIPER PA-32R-301T	Eng Make/Model - LYCOMING TIO-540-S1AD	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 - 7	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ALBUQUERQUE,NM	Runway Ident - N/A
Wind Dir/Speed- 080/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 60.0 SM	Type of Flight Plan - VFR	Runway Surface - GRAVEL
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1501
SE LAND	Months Since - 20	Make/Model- 242
	Aircraft Type - UNK/NR	Instrument- 20
		Multi-Eng - 2
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ATTEMPTED TO TAKE OFF FROM A DIRT ROAD AT OR NEAR MAX GROSS WIEGHT AND AT HIGH DENSITY ALT CONDITIONS. THE PLT SAID THERE WAS A SMALL RISE IN THE ROAD AND HE EASED BACK ON THE CONTROL YOKE. DIRECTIONAL CONTROL WAS LOST AND THE AIRPLANE SKIDDED OFF THE LEFT HAND SIDE OF THE ROAD, STRIKING TWO MOUNDS OF DIRT. THE PLT SAID HE RECALLED THE LAST INDICATED AIRSPEED READOUT AS BEING 65 KTS.

Brief of Accident (Continued)

File No. - 622

6/27/85

LORDSBURG, NM

A/C Reg. No. N8180F

Time (Lcl) - 1035 MDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND
6. ROTATION - NOT POSSIBLE - PILOT IN COMMAND
7. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
9. IMPROPER DECISION, COMPLACENCY - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

10. AIRPORT FACILITIES - LOOSE GRAVEL/SANDY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,7,9,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 750      7/04/85      TUCUMCARI,NM      A/C Reg. No. N1754A      Time (Lcl) - 1400 MDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91	Crew 0	0	0	1
Accident Occurred During	-TAXI	Pass 0	0	0	1

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -TAXI

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-18A  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1650  
No. of Seats - 2

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 - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 300/003 KTS  
Visibility - 30.0 SM  
Lowest Sky/Clouds - 25000 FT  
Lowest Ceiling - 25000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

TUCUMCARI  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - UNK/NR  
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND,ME LAND

Age - 27  
Biennial Flight Review  
Current - YES  
Months Since - 2  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 9850	Last 24 Hrs -	8
Make/Model-	870	Last 30 Days-	40
Instrument-	250	Last 90 Days-	160
Multi-Eng -	2530		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON JULY 4, 1985, AT 1400 MDT, A PIPER PA-18, N1754A, REGISTERED TO TED W. STALLINGS, DEPARTED THE DESIGNATED TAXIWAY AND COLLIDED WITH A CULVERT AT TUCUMCARI MUNICIPAL AIRPORT, TUCUMCARI, NEW MEXICO. THE AIRCRAFT WAS BEING TAXIED FOR THE PURPOSE OF A LOCAL PLEASURE FLIGHT. VISUAL METEOROLOGICAL CONDITIONS PREVAILED AT THAT TIME, AND A FLIGHT PLAN WAS NOT FILED. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED, AND THE CERTIFICATED PILOT AND HIS PASSENGER WERE NOT INJURED.



Brief of Accident (Continued)

File No. - 750

7/04/85

TUCUMCARI,NM

A/C Reg. No. N1754A

Time (Lc1) - 1400 MDT

---

Occurrence ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. TERRAIN CONDITION - DITCH
  2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  3. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN (STANDARD/REQUIREMENT), VISUAL RESTRICTION BY EQUIP/STRUCT - PILOT IN COMMAND
  4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
  5. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
  6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 601      7/10/85      AZTEC,NM      A/C Reg. No. N272CP      Time (Lcl) - 0830 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	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PETRACCA GLASAIR SH-2	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 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	LEWISTON,ID	AZTEC MUNICIPAL
Wind Dir/Speed- 080/005 KTS	ATC/Airspace	Runway Ident - 08
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4300/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1613
SE LAND	Months Since - 4	Last 24 Hrs - UNK/NR
	Aircraft Type - SH-2	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- 4
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT SUSTAINED SUBSTANTIAL DAMAGE AFTER IT STALLED AND CONTACTED THE GROUND DURING TAKEOFF. PLT STATED LIFT OFF WAS MADE WITH MINIMAL AIRSPEED AND THE RIGHT WING DROPPED SHORTLY AFTER BECOMING AIRBORNE. PLT OVERCORRECTED FOR THE RIGHT BANK, THE ACFT BANKED LEFT AND THE PITCH ATTITUDE INCREASED UNTIL A STALL RESULTED.

Brief of Accident (Continued)

File No. - 601

7/10/85

AZTEC,NM

A/C Reg. No. N272CP

Time (Lc1) - 0830 MDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. LIFT-OFF - PREMATURE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. REMEDIAL ACTION - UNCONTROLLED - 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) 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. - 749      8/06/85      GRANTS,NM      A/C Reg. No. N65010      Time (Lcl) - 1130 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	1	0	0
NONE	Pass	0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - DESCENT

-----Aircraft Information-----

Make/Model - STAR DUSTER T00 SA-300  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - UNK/NR  
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/YES  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - UNK/NR  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
GRANTS,NM  
Destination  
WINSLOW,AZ

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 28

Biennial Flight Review

Current - YES  
Months Since - 1  
Aircraft Type - SA-300

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 210	Last 24 Hrs	- 4
Make/Model-	65	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT-IN-COMMAND OF N65010, A STARDUSTER II ON 8/6/85 TOOK OFF FROM GRANTS, NM AT ABOUT 1100 MDT, SOUTH BOUND TO INTERCEPT WINSLOW, AZ VOR, RADIAL 255. WHEN TRYING TO GAIN ALTITUDE THE PILOT STATED THE AIRCRAFT FELT THE EFFECTS OF DENSITY ALTITUDE MAKING IT DIFFICULT TO REACH THE AIRWAY ALTITUDE. A DOWN-DRAFT FINALLY CAUSED THE AIRCRAFT TO LOSE FORWARD AIRSPEED CAUSING THE AIRCRAFT TO CRASH IN A NOSE DOWN ATTITUDE. THE ELEVATOR TRIM WAS IN A FULL NOSE UP CONDITION. THE AIRCRAFT WAS DEMOLISHED. THERE WAS NO FIRE. THE PILOT RECEIVED SERIOUS INJURIES. THE ELT ACTIVATED WHICH LED TO THE PILOT'S RESCUE. ACCIDENT ALT WAS 7400 FT MSL.

Brief of Accident (Continued)

File No. - 749

8/06/85

GRANTS,NM

A/C Reg. No. N65010

Time (Lc1) - 1130 MDT

---

Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    CLIMB - TO CRUISE

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  2. WEATHER CONDITION - DOWNDRAFT
  3. ELEVATOR TRIM - IMPROPER USE OF - PILOT IN COMMAND
  4.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
  5. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
  6. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - HIGH TERRAIN
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 642      4/02/85      JOHNSON CITY,NY      A/C Reg. No. N5407J      Time (Lcl) - 1646 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation -BUSINESS	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	2	Serious	Minor	None
Accident Occurred During -TAKEOFF			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 421B	Eng Make/Model - CONTINENTAL GTS10-520-H	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7450	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 375 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	TOLEDO,OH	EDWIN A. LINK FIELD
Wind Dir/Speed- 280/011 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4999/ 150
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 5500 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - SNOW - WET
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW SHOWER		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 1350
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 780
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 1050
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER A HEAVY SNOW SHOWER PASSED OVER THE AIRPORT, THE ACCIDENT ACFT ATTEMPTED A DEPARTURE. IMMEDIATELY AFTER TAKEOFF THE PLT TRANSMITTED THAT HE WAS COMING BACK TO LAND. THE ACFT CRASHED SHORTLY THEREAFTER, 1 MILE SOUTHWEST OF THE AIRPORT. GROUND WITNESSES OBSERVED THE ACFT USE NEARLY ALL OF THE 4,999 FT RWY AND GRADUALLY DESCEND OUT OF SIGHT PRIOR TO THE CRASH. A CESSNA CONQUEST HAD DEPARTED THE SAME RWY MOMENTS PRIOR TO THE ACCIDENT ACFT AND EXPERIENCED DIRECTIONAL CONTROL PORBLEMS DUE TO SLUSH ON THE RWY AND AIRFRAME ICING ON THEIR ACFT.

Brief of Accident (Continued)

File No. - 642

4/02/85

JOHNSON CITY, NY

A/C Reg. No. N5407J

Time (Lc1) - 1646 EST

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER  
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. WEATHER CONDITION - SNOW
2. WEATHER CONDITION - TEMPERATURE EXTREMES

Occurrence #2 ON GROUND ENCOUNTER WITH WEATHER  
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SLUSH COVERED
4. ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
5. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
6. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

7. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
8. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,8

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. - 649      7/11/85      PENN YAN,NY      A/C Reg. No. N6704L      Time (Lc1) - 1955 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 - BEECH C23	Eng Make/Model - LYCOMING O-360-A4K	ELT Installed/Activated - YES/YES
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 - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	ROCHESTER,NY	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PENN YAN
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 28
Visibility - UNK/NR	Type of Flight Plan - VFR	Runway Lth/Wid - 3206/ 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	GO AROUND	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 57
	Months Since - N/A	Make/Model- 57
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 39

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS FAMILIAR WITH THE ARPT, DURING THE LANDING THE PLT OBSERVED THE WIND SOCK INDICATING CALM WINDS AND THE ACFT WAS LANDED INTO THE SUN. DURING THE LANDING ROLL, PWR WAS ADDED FOR TAKEOFF. WHEN THE ACFT WAS APRX 2/3 THE WAY DOWN THE RWY, THE PLT DECIDED TO ABORT THE TAKEOFF AND ATTEMPTED TO STOP ON THE REMAINING RWY. THE ACFT WAS UNABLE TO STOP PRIOR TO RUNNING OFF THE RWY, ACROSS A ROAD AND COLLIDING WITH A SMALL TREE. THE MANUAL FLAPS WERE EXTENDED THROUGHOUT THE LANDING AND ABORTED TAKEOFF.



Brief of Accident (Continued)

File No. - 649

7/11/85

PENN YAN,NY

A/C Reg. No. N6704L

Time (Lc1) - 1955 EDT

Occurrence #1        OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. ABORT ABOVE V1 - ATTEMPTED - PILOT IN COMMAND
2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

4. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s)

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. - 746      8/18/85      GOSHEN,NY      A/C Reg. No. N35515      Time (Lcl) - 1810 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 - PIPER 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 - 1100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	MONTGOMERY,NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR-
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - UNK/NR	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 174
SE LAND	Months Since - 17	Make/Model- 20
	Aircraft Type - UNK/NR	Instrument- 5
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

ACFT RAN OUT OF FUEL WHILE PLT WAS RETURNING TO ORANGE CO ARPT. PLT ALMOST FROZE ON CONTROLS WHEN ACFT ENGINE STOPPED RUNNING. PLT OVERSHOT EMERG LANDING FCD AND HIT TREES.

Brief of Accident (Continued)

File No. - 746

8/18/85

GOSHEN, NY

A/C Reg. No. N35515

Time (Lcl) - 1810 EDT

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

4. IMPROPER USE OF PROCEDURE, PANIC - PILOT IN COMMAND
- 

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

5. OBJECT - TREE(S)
  6. PLANNED APPROACH - POOR - PILOT IN COMMAND
  7. AIRSPEED - MISJUDGED - PILOT IN COMMAND
  8. DISTANCE - MISJUDGED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,6,7,8

Factor(s) relating to this accident is/are finding(s) 1,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 658      4/27/85      PERRYSVILLE, OH      A/C Reg. No. N5102D      Time (Lcl) - 1830 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	CLEVELAND, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PERRYSVILLE, OH	PLEASANT HILL AIRSTRIP
Wind Dir/Speed- 020/010 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000 -UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 9000 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 310
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - C-172	Make/Model- 230
		Instrument- 887
		Last 30 Days- UNK/NR
		Last 90 Days- 21

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT LANDED WITH QUARTERING TAILWIND. ACFT TOUCHED DOWN, BALLOONED AND TOUCHED DOWN AGAIN WITH APRX 1000 FT OF RWY REMAINING. UNABLE TO STOP ON THE TALL WET GRASS, PLT INITIATED A GROUNDLOOP TO THE LEFT INTO A PLOWED FIELD. THE ACFT THEN NOSED OVER.

Brief of Accident (Continued)

File No. - 658

4/27/85

PERRYSVILLE, OH

A/C Reg. No. N5102D

Time (Lcl) - 1830 EST

-----  
Occurrence #1        ABRUPT MANEUVER  
Phase of Operation    LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
  2.    AIRSPEED - EXCESSIVE - PILOT IN COMMAND
  3. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND
  4. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
  5. TERRAIN CONDITION - HIGH VEGETATION
  6. TERRAIN CONDITION - WET
  7. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
- 

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - ROLL

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,7

Factor(s) relating to this accident is/are finding(s) 1,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 629      5/05/85      STRONGSVILLE, OH      A/C Reg. No. N89599      Time (Lc1) - 1700 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 120	Eng Make/Model - CONTINENTAL C-85-12-F	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	STRONGSVILLE
Wind Dir/Speed- 250/016 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2865/ 36
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 408
SE LAND,ME LAND	Months Since - 13	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 86
		Last 30 Days- UNK/NR
		Instrument- 59
		Last 90 Days- 4
		Multi-Eng - 32

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON FINAL APCH THE HEADWIND CHANGED TO A QUARTERING LEFT CROSSWIND. A SUDDEN LOSS OF ALT OCCURRED AND THE ACFT CONTACTED THE DISPLACED THRESHOLD AND WEATHERVANED INTO THE WIND. THE ACFT TRAVELED OFF THE SIDE OF THE RWY AND NOSED OVER IN AN AREA OF GRASS.

Brief of Accident (Continued)

File No. - 629

5/05/85

STRONGSVILLE, OH

A/C Reg. No. N89599

Time (Lcl) - 1700 EDT

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. WEATHER EVALUATION - POOR - PILOT IN COMMAND
  3. WEATHER CONDITION - WINDSHEAR
  4. JUDGEMENT - POOR - PILOT IN COMMAND
  5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  6. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  7. FLARE - NOT PERFORMED - PILOT IN COMMAND
  8. PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING

Finding(s)

9. TERRAIN CONDITION - RUNWAY
- 

Occurrence #3            LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING

Finding(s)

10. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #4            NOSE OVER  
Phase of Operation      LANDING

Finding(s)

11. TERRAIN CONDITION - ROUGH/UNEVEN
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,10,11

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 779      5/07/85      ALLIANCE,OH      A/C Reg. No. N4707H      Time (Lcl) - 1800 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model      - PIPER PA-11-494  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1220  
No. of Seats      - 2

Eng Make/Model      - CONTINENTAL C-90  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 90 HP

ELT Installed/Activated      - NO -N/A  
Stall Warning System      - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 290/006 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
AKRON,OH  
Destination  
ALLIANCE,OH

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - GO AROUND

Airport Proximity  
ON AIRPORT

Airport Data

TRI-CITY  
Runway Ident      - 17  
Runway Lth/Wid      - 2800/ 60  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 39

Biennial Flight Review

Current      - NO  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 198	Last 24 Hrs	- UNK/NR
Make/Model-	36	Last 30 Days-	UNK/NR
Instrument-	36	Last 90 Days-	36

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT APPROACH WAS HIGH AND FAST. THE LANDING WAS MADE WITH 500-600 FT OF RUNWAY REMAINING. THE ACFT BRAKES WERE NOT SUFFICIENT TO STOP ON THE RUNWAY. THE PILOT ADDED POWER AND VEERED LEFT OFF THE END OF THE RUNWAY TO AVOID A HEAVILY TRAVELED ROAD, THE AIRCRAFT COLLIDED WITH TREES.



Brief of Accident (Continued)

File No. - 779

5/07/85

ALLIANCE,OH

A/C Reg. No. N4707H

Time (Lc1) - 1800 EDT

Occurrence #1            OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. ALTITUDE - EXCESSIVE - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
4.        IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
5. GO-AROUND - DELAYED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
7. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
8.        IMPROPER USE OF PROCEDURE, INADEQUATE RECURRENT TRAINING - PILOT IN COMMAND

Occurrence #2            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

9. OBJECT - TREE(S)
10.    DISTANCE - MISJUDGED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7,8,10

Factor(s) relating to this accident is/are finding(s) 9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 683      6/08/85      CLEVELAND, OH      A/C Reg. No. N9296F      Time (Lcl) - 1130 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - HUGHES 269C	Eng Make/Model - LYCOMING H10-360-DIA	ELT Installed/Activated - YES-UNK/NR
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 3	Rated Power - 190 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 200/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2123
SE LAND	Months Since - 20	Make/Model- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 2055

Instrument Rating(s) - NONE

-----Narrative-----

ON TAKEOFF, A TACKEL BOX SLID FORWARD AND JAMMED THE CYCLIC. THE PLT ATTEMPTED TO RETURN TO THE LANDING PAD, HOWEVER, ONE OF THE SKIDS MISSED THE PAD AND THE ACFT BEGAN TO ROLL UNTIL THE MAIN ROTOR CONTACTED THE ROOF OF A GARAGE.

Brief of Accident (Continued)

File No. - 683

6/08/85

CLEVELAND, OH

A/C Reg. No. N9296F

Time (Lc1) - 1130 EDT

-----  
Occurrence #1      CARGO SHIFT  
Phase of Operation      TAKEOFF

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL, CYCLIC CONTROL - JAMMED
  2. CONTROL INTERFERENCE
- 

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

3. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
- 

Occurrence #3      ROLL OVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 666      2/06/85      ALTUS,OK      A/C Reg. No. N5780M      Time (Lc1) - 0943 CST

-----Basic Information-----

Type Operating Certificate-COMMUTER	Aircraft Damage		Injuries	
Name of Carrier -ALTUS AIRLINE, INC	DESTROYED		Fatal	Serious
Type of Operation -SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	1	0
Flight Conducted Under -14 CFR 135	IN FLIGHT	Pass	1	0
Accident Occurred During -APPROACH				Minor
				0
				None
				0

-----Aircraft Information-----

Make/Model - CESSNA 402B	Eng Make/Model - CONTINENTAL TSIO-520-E	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 10	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ALTUS,OK	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	OKLAHOMA CITY,OK	ALTUS AFB
Wind Dir/Speed- 080/009 KTS		Runway Ident - 17
Visibility - 3.000 SM	ATC/Airspace	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1100 FT	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Ceiling - 1100 FT BROKEN	Type of Clearance - IFR	Runway Status - DRY
Obstructions to Vision- FOG	Type Apch/Lndg - STRAIGHT-IN	
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 4227
SE LAND	Months Since - 2	Make/Model- 643
	Aircraft Type - PA-32	Instrument- 966
		Multi-Eng - 3827
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 71

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN ENG START, PRIOR TO THE FLT, THE L ENG BACKFIRED 2 OR 3 TIMES. A WITNESS DESCRIBED THE 1ST BACKFIRED AS "THE LOUDEST I HAVE EVER HEARD." WHEN THE ACFT TOOK OFF, TWO PERSONS LIVING NEAR THE DEPARTURE END OF THE RWY NOTED THAT THE ACFT (BELIEVED TO BE THE SAME) SOUNDED DIFFERENT & HAD A "CLUTTERING SOUND. "WHILE CLIMBING, THE PLT DECLARED AN EMERGENCY & REPORTED A FIRE IN THE L ENG. HE WAS VECTORED TOWARD ALTUS AFB WHILE DSCNDG IN IFR CONDITIONS. HE DSCNDD INTO VFR CONDITIONS & SAW THE ARPT ABOUT 3 MI AWAY. A WITNESS SAW SMOKE & FIRE TRAILING FROM THE VICINITY OF THE L ENG. HE STATED THAT THE ACFT'S NOSE CAME UP, THE PLANE ROLLED TO THE LEFT, THEN IT ENTERED A STEEP, NOSE DOWN, INVERTED ATTITUDE JUST BEFORE IT CRASHED & BURNED. AN EXAM REVEALED THE ENG EXHAUST MAINIFOLD HEADER ASSY HAD FAILED & ALLOWED HOT EXHAUST GASES TO ESCAPE IN THE ENG NACELLE IN THE VICINITY OF FUEL & OIL LINES. CORROSION HAD PROGRESSED THRU THE HEADER ASSY. AD 75-23-08 REQD GEN INSPN, BUT CONTAINED NOTE "DO NOT REMOVE CLAMPS." NO RECORD OF REPLACEMENT IN 6100 HRS

Brief of Accident (Continued)

File No. - 666

2/06/85

ALTUS,OK

A/C Reg. No. N5780M

Time (Lcl) - 0943 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation UNKNOWN

Finding(s)

1. EXHAUST SYSTEM,MANIFOLD - CORRODED
2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE -
3. PROCEDURE INADEQUATE - MANUFACTURER
4. INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
5. EXHAUST SYSTEM,MANIFOLD - FAILURE,TOTAL
6. EXHAUST SYSTEM,MANIFOLD - LEAK

Occurrence #2 FIRE  
Phase of Operation CLIMB - TO CRUISE

Finding(s)

7. MISCELLANEOUS - FIRE

Occurrence #3 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

8. UNDETERMINED
9. WEATHER CONDITION - CLOUDS
10. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND
11. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
12. 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) 1,2,5,6,7,8

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. - 800      3/03/85      STIGLER,OK      A/C Reg. No. N8160K      Time (Lc1) - 1550 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 3	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER PA-34-220T	Eng Make/Model - CONTINENTAL LTSIO-360KB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4773	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 220 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	LUBBOCK, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	FT. SMITH, AR	Runway Ident - N/A
Wind Dir/Speed- 180/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds -	Type of Clearance - VFR	Runway Status - N/A
Lowest Ceiling - 1500 FT BROKEN	Type Apch/Lndg - NONE	
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 - YES	Total - 238
SE LAND	Months Since - 11	Make/Model- 64
	Aircraft Type - PA32230	Instrument- 8
		Multi-Eng - 64
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT SUFFERED AN IN-FLT SEPARATION OF THE FIBERGLASS NOSE ASSEMBLY. PORTIONS OF THE SEPARATED NOSE STRUCK THE STABILATOR. A DAMAGED AREA ON THE RT STABILATOR ACTED AS A LARGE TRIM TAB & CAUSED A PITCH-UP OF SUFFICIENT MAGNITUDE TO CAUSE POSITIVE BENDING IN THE WINGS. THE LOADING ON THE STABILATOR CAUSED IT TO FAIL IN NEG BEDING. THE ACFT THEN ENTERED A DESCENDING COUNTER-CLOCKWISE SPIN WHICH CONTINUED UNTIL GROUND IMPACT OCCURRED. PARTS OF THE ACFT AND ITS CONTENTS SEPARATED & DESCENDED IN SCATTERED FRAGMENTS.

Brief of Accident (Continued)

File No. - 800

3/03/85

STIGLER,OK

A/C Reg. No. N8160K

Time (Lc1) - 1550 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation CRUISE

Finding(s)

1. FUSELAGE,CARGO COMPARTMENT - DISINTEGRATED
2. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED -

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation CRUISE - NORMAL

Finding(s)

3. FLIGHT CONTROL,STABILATOR - FAILURE,TOTAL
4. GO-AROUND - EXCEEDED -

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation CRUISE - NORMAL

Finding(s)

5. WING,SPAR - FAILURE,PARTIAL
6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED -

Occurrence #4 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. EMERGENCY PROCEDURE - NOT POSSIBLE - 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) 1,2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 7

*Findings updated  
AAB 8/9/02 p. 42-43*

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 742      3/05/85      FOSS,OK

A/C Reg. No. N6310U

Time (Lc1) - 0917 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

Type of Operation      -FERRY  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Fire      Crew  
IN FLIGHT      Pass

-----Aircraft Information-----

Make/Model      - PIPER PA-23-250  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 5200  
No. of Seats      - 6

Eng Make/Model      - LYCOMING IO-540-C4B5  
Number Engines      - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 250 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- VARIABLE  
Visibility      - 20.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      -  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
OKLAHOMA CITY,OK  
Destination  
ELK CITY,OK

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

UNKNOWN  
Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY  
HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND,SE SEA

Age - 54

Biennial Flight Review

Current      - YES  
Months Since      - 1  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 21000	Last 24 Hrs	- UNK/NR
Make/Model1-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	150

Instrument Rating(s) - NONE

-----Narrative-----

INFLT FIRE AT REAR OF LFT ENG CAUSED BY FITTING OF INLET FUEL LINE TO ENG DRIVEN FUEL PUMP BEING MORE THAN 1 & 1/2  
TURNS FROM FINGER TIGHT PLT WAS A&P MECH AND DID MAINT ON A/C AND HAD HELPED INSTALL LFT ENG 19.8 HRS PRIOR TO ACCIDENT  
. LFT WING SEPARATED WHEN LOWER SPAR CAP WAS NEAR MELTING POINT. THE DISQUALIFYING FOR FLYING DRUG METABOLITE OF  
PHENDIMETRAZINE WAS FOUND DURING THE TOXICOLOGICAL EXAM THIS DRUG CAN ONLY LEGALLY BE OBTAINED BY PRESCRIPTION.



Brief of Accident (Continued)

File No. - 742

3/05/85

FOSS,OK

A/C Reg. No. N6310U

Time (Lcl) - 0917 CST

Occurrence #1 FIRE  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM,LINE FITTING - LOOSE
2. MAINTENANCE,INSPECTION OF AIRCRAFT - POOR - PILOT IN COMMAND
3. PHYSICAL IMPAIRMENT(DRUGS) - PILOT IN COMMAND
4. FLUID,FUEL - LEAK
5. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. WING - SEPARATION

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,6

Factor(s) relating to this accident is/are finding(s) 2,3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 606      3/17/85      LAWTON,OK      A/C Reg. No. N142ER      Time (Lc1) - 1635 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED	Fatal	Serious	Minor	None	
Type of Operation - FERRY	Fire	Crew 0	0	3	0	
Flight Conducted Under -14 CFR 91	IN FLIGHT	Pass 0	0	0	0	
Accident Occurred During -CRUISE						

-----Aircraft Information-----

Make/Model - DOUGLAS A-26B	Eng Make/Model - P&W R-2800-79	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 32000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 2000 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	ADA,OK	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	FREDERICK,OK	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling -	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5395
SE LAND,ME LAND	Months Since - 4	Make/Model- 158
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 320
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AN INTERMITTANT FIRE IN THE LEFT ENGINE ACCESSORY SECTION LED TO LOSS OF FUEL TO THE ENGINE. THE RIGHT ENGINE INJECTED WATER AND QUIT. THE LANDING GEAR HAD BEEN LEFT PINNED IN THE DOWN POSITION BECAUSE OF A MALFUNCTION REPORTED ON THE PREVIOUS FLIGHT. NEITHER PROPELLER WAS FEATHERED, BUT THE RESULTING HIGH RATE OF DESCENT LED TO A FORCED LANDING BEFORE THE LEFT TANK BLEW UP AND THE WING BURNED OFF. THE AIRCRAFT WAS DESTROYED BY FIRE AFTER ALL THREE OCCUPANTS ESCAPED WITHOUT SERIOUS INJURY. THE AIRCRAFT WAS BEING FERRIED TO ANOTHER FACILITY FOR RESTORATION.

Brief of Accident (Continued)

File No. - 606

3/17/85

LAWTON,OK

A/C Reg. No. N142ER

Time (Lc1) - 1635 CST

Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation STANDING - PRE-FLIGHT

Finding(s)

1. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND

Occurrence #2 FIRE  
Phase of Operation CRUISE - NORMAL

Finding(s)

4. ACCESSORY DRIVE ASSY - FIRE

Occurrence #3 LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. FLUID, FUEL - WATER

Occurrence #4 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Occurrence #5 FORCED LANDING  
Phase of Operation LANDING

Finding(s)

6. ENGINE ASSEMBLY - FIRE
7. NACELLE/PYLON - FIRE
8. WING - FIRE
9. HORIZONTAL STABILIZER SURFACE - FIRE
10. LANDING GEAR - OVERLOAD

-----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. - 625      3/23/85      FREDERICK,OK      A/C Reg. No. N9035Z      Time (Lcl) - 1530 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - NORTH AMERICAN AT-6G	Eng Make/Model - P&W R1340-AN1	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 5300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 450 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	FREDERICK MUNI.
Wind Dir/Speed- 130/005 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6000/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
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 - UNK/NR	Total - 490
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 25
		Last 30 Days- UNK/NR
		Instrument- 3
		Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

THE PASSENGER HEARD A LOUD MECHANICAL NOISE FROM THE TAIL OF THE AIRCRAFT DURING ROLLOUT FROM A TOUCH-AND-GO LANDING. THE PILOT WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL, THE AIRCRAFT GROUND LOOPED, THE MAIN LANDING GEAR COLLAPSED, AND THE WINGS WERE SUBSTANTIALLY DAMAGED. CHEVRON-SHAPED SKID MARKS WERE LEFT BY THE TAIL WHEEL. THE PILOT ATTRIBUTED THE LOSS OF CONTROL TO AN IMPROPERLY SEATED TAILWHEEL LOCKING PIN.

Brief of Accident (Continued)

File No. - 625

3/23/85

FREDERICK,OK

A/C Reg. No. N9035Z

Time (Lcl) - 1530 CST

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. LANDING GEAR, TAILWHEEL ASSEMBLY - NOT ENGAGED
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2      GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

3. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 640      4/07/85      MULINO,OR      A/C Reg. No. N80241      Time (Lcl) - 1720 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	3

Type of Operation -DEMO FLIGHT

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

Crew

Pass

NONE

-----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 - 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 - 15.0 SM

Lowest Sky/Clouds - 2500 FT

Lowest Ceiling - 2500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MULINO

Runway Ident - 12

Runway Lth/Wid - 2100/ 300

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 50

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 6620      Last 24 Hrs - 2

Make/Model- 500      Last 30 Days- UNK/NR

Instrument- 327      Last 90 Days- 36

Multi-Eng - 99

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT PUSHED THE THROTTLE FORWARD TO ADD POWER DURING FINAL APPROACH AND THE ENGINE CEASED OPERATING. A FORCED LANDING WAS MADE ONTO A CABBAGE PATCH AND THE NOSE GEAR SHEARED OFF. THE ACFT THEN NOSED OVER. INVESTIGATION REVEALED THE THROTTLE CABLE HOUSING SEPARATED IN THE AREA WHERE IT IS CLAMPED TO THE REAR OF THE ENGINE MOUNT.

Brief of Accident (Continued)

File No. - 640

4/07/85

MULINO,OR

A/C Reg. No. N80241

Time (Lc1) - 1720 PST

Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. THROTTLE/POWER LEVER,CABLE - FAILURE,PARTIAL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL  
2. TERRAIN CONDITION - CROP

Occurrence #4      NOSE OVER  
Phase of Operation      LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 695      5/26/85      WAMIC,OR      A/C Reg. No. N5914G      Time (Lcl) - 2025 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Fire	0	0	1	0
Crew Pass	0	0	1	0

-----Aircraft Information-----

Make/Model      - CESSNA 150  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1670  
No. of Seats      - 2

Eng Make/Model - CONTINENTAL O-200-A  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 100 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- CALM  
Visibility      - 30.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT(BRIGHT)

Itinerary

Last Departure Point  
PINE HALLOW,OR  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 43  
Biennial Flight Review  
Current      - YES  
Months Since      - 0  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 121	Last 24 Hrs	- 1
Make/Model-	106	Last 30 Days-	UNK/NR
Instrument-	1	Last 90 Days-	8

Instrument Rating(s) - NONE

-----Narrative-----

A FORCED LANDING WAS MADE FOLLOWING A LOSS OF PWR. THE ACFT CONTACTED TWO FENCES, A DITCH THEN NOSED OVER DURING THE FORCED LANDING. POST ACCIDENT INSPECTION REVEALED NO FUEL IN THE CARBURETOR FLOAT CHAMBER OR IN THE ACCELERATOR PUMP CHAMBERS.



Brief of Accident (Continued)

File No. - 695

5/26/85

WAMIC,OR

A/C Reg. No. N5914G

Time (Lcl) - 2025 PDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

4. OBJECT - FENCE

Occurrence #4      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DITCH

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) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 697      5/30/85      ATHENA,OR      A/C Reg. No. N37HS      Time (Lcl) - 1730 PDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - HILLER UH-12E	Eng Make/Model - LYCOMING VO-435-C2A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point ATHENA,OR	
Method - N/A	Destination SAME AS ACC/INC	Airport Data
Completeness - N/A		Runway Ident - N/A
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 2800
Wind Dir/Speed- CALM	Type of Flight Plan - NONE	Runway Surface - GRAVEL
Visibility - 50.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - NONE	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 10865
SE LAND,ME LAND	Months Since - 17	Make/Model- 65
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 500
		Multi-Eng - 800
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 106
		Rotorcraft - 65

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT SETTLED BACK TO THE GROUND SHORTLY AFTER TAKEOFF BEFORE ACHIEVING TRANSLATIOANAL LIFT. THE PLT WAS ATTEMPTING TO TEST A NEW SPRAY UNIT THAT HAD BEEN INSTALLED. HE HAD PUT 80 GALLONS OF WATER IN THE SPRAY TANKS.

Brief of Accident (Continued)

File No. - 697

5/30/85

ATHENA,OR

A/C Reg. No. N37HS

Time (Lc1) - 1730 PDT

-----  
Occurrence #1            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIFT-OFF - PREMATURE - PILOT IN COMMAND

-----  
-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 735      6/24/85      ALBANY, OR      A/C Reg. No. N222MR      Time (Lcl) - 1950 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	ON GROUND	Pass	0	0	1
Accident Occurred During -LANDING:			0	0	0
					None

-----Aircraft Information-----

Make/Model - CESSNA 310L	Eng Make/Model - CONTINENTAL IO-470-V	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 - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	EUGENE, OR	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	ALBANY, OR	ALBANY MUNICIPAL
Wind Dir/Speed- 320/005 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 75
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 681
SE LAND	Months Since - 13	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 207
		Last 30 Days- UNK/NR
		Instrument- 38
		Last 90 Days- 12
		Multi-Eng - 290
		Rotorcraft - 5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON SHORT FINAL TO RWY 34, THE PLT GOT LOW ON THE VASI AND STRUCK A POWER LINE WITH THE LANDING GEAR. THE PLT HEARD THE STALL WARNING AND ADDED POWER. THE ACFT THEN STRUCK THE GROUND IN A LEVEL ALTITUDE. A SMALL FIRE ERUPTED IN THE LEFT TIP TANK.

Brief of Accident (Continued)

File No. - 735

6/24/85

ALBANY,OR

A/C Reg. No. N222MR

Time (Lc1) - 1950 PDT

---

Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - DUSK
  2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

---

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 670      1/31/85      SADBURYVILLE, PA      A/C Reg. No. N1994G      Time (Lcl) - 1310 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -EXECUTIVE/CORPORATE  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -APPROACH

Aircraft Damage

DESTROYED

Fire

ON GROUND

Fatal

2

Crew

2

Pass

Injuries

Serious

0

Minor

0

None

0

0

-----Aircraft Information-----

Make/Model      - CESSNA 414  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 6350  
No. of Seats      - UNK/NR

Eng Make/Model - CONTINENTAL TS10-520-J  
Number Engines - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 310 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - UNK/NR  
Basic Weather      - IMC  
Wind Dir/Speed- 100/007 KTS  
Visibility      - 4.000 SM  
Lowest Sky/Clouds - 400 FT  
Lowest Ceiling      - 400 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
LATROBE, PA

Destination  
COATESVILLE, PA

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance      - IFR  
Type Apch/Lndg      - ILS-COMPLETE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

CHESTER COUNTY  
Runway Ident      - 29  
Runway Lth/Wid      - 4600/ 100  
Runway Surface      - ASPHALT  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP, CFI  
SE LAND, ME LAND

Age - 44

Biennial Flight Review

Current      - YES  
Months Since      - 2  
Aircraft Type      - C-404

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 2200      Last 24 Hrs - UNK/NR  
Make/Model- 49      Last 30 Days- UNK/NR  
Instrument- 200      Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT WAS ON ITS RWY 29 APCH WHEN IT COLLIDED WITH GND 1 MILE FROM THE ARPT. A WITNESS SAW HE ACFT FLY OVER THE ARPT TO THE WEST BETWEEN 500 TO 1500 FT. WITNESSES NEAR THE ACCIDENT SITE SAW THE ACFT MAKING ABRUPT MANEUVERS AT LOW ALTITUDE PRIOR TO THE ACCIDENT. ENGINE SOUNDS WAS DESCRIBED AS "RACING", "UNEVEN", & "LOUD". WEATHER CONDITION WAS DESCRIBED AS FOG, LOW CEILING, AND LIGHT RAIN. ANOTHER PILOT IN SAME TYPE ACFT WAS UNABLE TO LAND DUE TO WEATHER. EXAMINATION OF THE ACFT DID NOT DISCLOSED EVIDENCE OF MALFUNCTION. FLT APCH NAVAID FACILITIES FLT CHECKED TO BE OPERATIONAL. THERE WAS NO EVIDENCE OF PLT PHYSICAL IMPAIRMENT OR INCAPACITATION. THE ACFT COLLIDED WITH THE GROUND IN A NEAR VERTICAL ATTITUDE.

Brief of Accident (Continued)

File No. - 670

1/31/85

SADSBURYVILLE, PA

A/C Reg. No. N1994G

Time (Lc1) - 1310 EST

-----  
Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    APPROACH

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - RAIN
4. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND
5. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,7

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. - 646      2/27/85      READING, PA      A/C Reg. No. N66RA      Time (Lcl) - 1105 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	0
Accident Occurred During -TAXI					

-----Aircraft Information-----

Make/Model - PIPER PA-22-108	Eng Make/Model - LYCOMING O-235-C1B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 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	LANCASTER, PA	READING
Wind Dir/Speed- 310/020 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 3700 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1951
SE LAND, ME LAND	Months Since - 1	Make/Model- 123
	Aircraft Type - UNK/NR	Instrument- 299
		Multi-Eng - 1214
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 113

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT OVERTURNED WHILE AWAITING TAKEOFF FROM READING, PA. WIND WAS REPORTED FROM 310 DEGS AT 16 KTS, GUSTING TO 22 KTS. AFTER ENGINE UP THE TOWER ADVISED N66RA TP HOLD FOR LANDING TRAFFIC WHICH WAS A LEAR JET. WIND AT THIS TIME WAS GIVEN AS 310 KTS AT 27 KTS. AFTER THE LEAR JET LANDED, THE PIPER WAS CLEARED INTO POSITION AND TOLD TO HOLD. WHILE CROSSING THE HOLDING LINE A GUST OF WIND CAUGHT THE RIGHT WING AND TAIL AND PUSHED THE ACFT UP ONTO ITS NOSE AND RIGHT WING. THE PLT WAS UNABLE TO RECOVER, TURNED OFF THE ACFT AND EVACUATED. A FEW MINUTES LATER ANOTHER GUST OF WIND PUSHED THE ACFT INVERTED.



Brief of Accident (Continued)

File No. - 646

2/27/85

READING, PA

A/C Reg. No. N66RA

Time (Lc1) - 1105 EST

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER  
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. WEATHER CONDITION - GUSTS
2. PLANNING-DECISION - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 NOSE OVER  
Phase of Operation STANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 651      3/10/85      PERKASIE, PA      A/C Reg. No. N17OAS      Time (Lcl) - 1445 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 170A	Eng Make/Model - CONTINENTAL O-300-A1	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	PENNRIDGE, PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PENNRIDGE
Wind Dir/Speed- 320/015 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - 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 - 205
SE LAND	Months Since - 2	Make/Model- 122
	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 PILOT STATED THAT THE AIRCRAFT GROUND LOOPED TO THE RIGHT AFTER TOUCHDOWN. THE LEFT GEAR COLLAPSED AND THE AIRCRAFT SPUN TO THE LEFT.

Brief of Accident (Continued)

File No. - 651

3/10/85

PERKASIE, PA

A/C Reg. No. N170AS

Time (Lc1) - 1445 EST

-----  
Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #2      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

3. LANDING GEAR, MAIN GEAR - OVERLOAD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 644      3/10/85      WAYNESBURG, PA      A/C Reg. No. N1339J      Time (Lcl) - 1400 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - ROCKWELL INTERNATIONAL 112A	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 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 - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 16000
ME LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 20
		Instrument- 8000
		Last 30 Days- UNK/NR
		Last 90 Days- 6
		Multi-Eng - 500

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS LANDED GEAR-UP IN A FLD FOLLOWING A LOSS OF PWR DURING AN INITIAL TAKEOFF CLIMB. PURPOSE OF THE FLT WAS TO CHECK THE ENG AS IT HAD BEEN DISASSEMBLED BECAUSE OF METAL CONTAMINATION FROM THE CENTER MAIN BEARING. POST ACCIDENT INSPECTION OF THE ENG DISCLOSED THE #1, #2 AND #4 CYLINDER SPARK PLUG ELECTRODES WERE PEENED WITH BROKEN OUT SECTIONS AND CERAMIC POSTS. THE RESPECTIVE CYLINDER BARRELS AND PISTON HEADS WERE FOUND BADLY MARKED. THE #3 PISTON HEAD WAS SLIGHTLY MARKED AND PEENING WAS BISIBLE ON THE VALVE HEADS. INTAKE AND EXHAUST PIPES SHOWED SCRAPE MARKS WHEN REMOVED. A 1/8 INCH PIECE OF ALUMINUM PIPE WAS FOUND INSIDE THE #4 INTAKE PIPE.

Brief of Accident (Continued)

File No. - 644

3/10/85

WAYNESBURG, PA

A/C Reg. No. N1339J

Time (Lc1) - 1400 EST

-----  
Occurrence #1            LOSS OF POWER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY - FOREIGN OBJECT
  2. MAINTENANCE, MAJOR REPAIR - INATTENTIVE - PILOT IN COMMAND
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
  4. TERRAIN CONDITION - WET
  5. TERRAIN CONDITION - HIGH VEGETATION
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 648      3/24/85      ZELIENOPLE,PA      A/C Reg. No. N8429T      Time (Lc1) - 0530 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 -DESCENT			0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-32R-301	Eng Make/Model - LYCOMING IO-540-K1G5	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ZELIENOPLE,PA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	COLUMBUS,OH	Runway Ident - N/A
Wind Dir/Speed- 250/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 3800 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAWN		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 442
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 4
		Instrument- 83
		Multi-Eng - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES SHORTLY AFTER TAKEOFF. PRIOR TO TAKEOFF THE PLT WAS MADE AWARE THAT THE LOCK CYLINDER FOR THE CABIN DOOR WAS BROKEN. UPON REACHING AN ALT OF 1800 FT, THE CABIN DOOR POPPED OPEN. THE PLT ATTEMPTED TO SECURE THE DOOR AFTER ACTIVATING THE AUTOPILOT. THE PLT STATED AN ELECTRICAL FAILURE WAS THEN EXPERIENCED. A 180 DEG TURN WAS MADE IN AN ATTEMPT TO RETURN TO THE ARPT. AFTER VIEWING LIGHTS, WHICH THE PLT BELIEVED TO BE RWY LIGHTS, HE ATTEMPTED TO SET-UP FOR A LANDING WHILE TRYING TO HOLD THE DOOR SHUT. THE ACFT THEN STALLED AND CONTACTED TREES. HEAVY RAIN WAS REPORTEDLY PRESENT AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 648

3/24/85

ZELIENOPLE, PA

A/C Reg. No. N8429T

Time (Lc1) - 0530 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. DOOR, PASSENGER - OPEN
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
3. ELECTRICAL SYSTEM - FAILURE, TOTAL
4. ELECTRICAL SYSTEM - UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation DESCENT

Finding(s)

5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation DESCENT - UNCONTROLLED

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) 2,4,5,6

Factor(s) relating to this accident is/are finding(s) 1

*Findings updated AAB 87/02  
p. 48-49*

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 739      4/07/85      LOCK HAVEN, PA      A/C Reg. No. N5764D      Time (Lcl) - 1709 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  
ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	4	0	0	0

-----Aircraft Information-----

Make/Model - MOONEY MO-20J  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2740  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A3B6D  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 030/004 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - 200 FT PART OBS

Lowest Ceiling - OBSCURED

Obstructions to Vision- FOG

Precipitation - SNOW

Condition of Light - DUSK

Itinerary

Last Departure Point  
JAMESTOWN, NY

Destination  
NEWPORT NEWS, VA

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LOCK HAVEN  
Runway Ident - 27  
Runway Lth/Wid - 3350/ 100  
Runway Surface - ASPHALT  
Runway Status - WET

-----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 - EXPIRED

Flight Time (Hours)

Total - 840      Last 24 Hrs - 10

Make/Model- 650      Last 30 Days- UNK/NR

Instrument- 0      Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PREFLT WX BRIEFINGS WERE ISSUED TO THE PLT THAT FORECASTED MODERATE ICING & TURBULENCE FROM 3000 TO 14000 FT ACROSS THE PLANNED ROUTE. AN IFR FLT PLAN WAS FILED AND DURING THE FLT THE PLT REPORTED ENGINE PROBLEMS AT 1100 FT MSL. DURING VECTORS TO CLOSEST ARPT PLT REPORTED ENG OPERATING & REQUESTED ARPT WITH BETTER WX. DURING VECTORS TO ARPT PLT REPORTED RIME ICE FORMING ON ACFT & ENG FAILURE AT 9000 FT MSL. THE ACFT WAS VECTORED TO THE CLOSEST ARPT. RADAR CONTACT & COMMUNICATIONS WERE LOST & THE ACFT COLLIDED WITH TERRAIN SOUTHEAST OF THE ARPT.



Brief of Accident (Continued)

File No. - 739

4/07/85

LOCK HAVEN, PA

A/C Reg. No. N5764D

Time (Lc1) - 1709 EST

Occurrence #1      LOSS OF POWER  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. MISCELLANEOUS - UNDETERMINED

Occurrence #2      IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

2. MISCELLANEOUS - UNDETERMINED  
3. PLANNING-DECISION - POOR - PILOT IN COMMAND  
4. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

5. MISCELLANEOUS - UNDETERMINED  
6. OBJECT - TREE(S)

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 650      7/11/85      BLOCK ISLAND, RI      A/C Reg. No. N71359      Time (Lcl) - 1350 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire NONE  
Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 182M  
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/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 250/009 KTS  
Visibility - UNK/NR  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ISLIP, NY  
Destination  
SAME AS ACC/INC

Airport Proximity  
ON AIRPORT

Airport Data

BLOCK ISLAND  
Runway Ident - 28  
Runway Lth/Wid - 2500/ 100  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND, ME LAND  
GLIDER

Age - 54

Biennial Flight Review

Current - YES  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	5100	Last 24 Hrs	-	1
Make/Model	-	1700	Last 30 Days	-	UNK/NR
Instrument	-	500	Last 90 Days	-	201
Multi-Eng	-	2800			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS CHECKED OUT IN THE C-182 ON JULY 9, 1985 AND HAD FLOWN THIS ACFT FOR 1 HR IN THE PREVIOUS YEAR. DURING A NORMAL POWER OFF LANDING WITH TEN DEGREES OF FLAPS EXTENDED, THE PLT ADDED POWER AND NOTICED NO CHANGE IN PERFORMANCE. THE ACFT TOUCHED DOWN AND BOUNCED. THE PLT ADDED FULL POWER FOR A GO-AROUND AND THE ACFT SETTLED BACK ONTO THE RWY APRX 2000 FT FROM THE BEGINNING OF THE RWY. THE ACFT ROLLED ABOUT 300 FT AND WENT OFF THE RWY INTO THE BRUSH. THE PLT STATED THAT THERE IS A DROP AND A ROAD AT THE END OF THE RWY.

Brief of Accident (Continued)

File No. - 650

7/11/85

BLOCK ISLAND, RI

A/C Reg. No. N71359

Time (Lcl) - 1350 EDT

-----  
Occurrence ON GROUND COLLISION WITH TERRAIN  
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. ABORTED LANDING - IMPROPER - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. PLANNED APPROACH - POOR - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

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. - 620      5/19/85      CHESTER, SC      A/C Reg. No. N5724S      Time (Lc1) - 1330 EDT

-----Basic Information-----

Type Operating Certificate	NONE (GENERAL AVIATION)	Aircraft Damage						
		SUBSTANTIAL						
Type of Operation	- INSTRUCTIONAL	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	- 14 CFR 91	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During	- LANDING			0	0	0	2	0

-----Aircraft Information-----

Make/Model	- SWIETZER SGS-233	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- HULL	Number Engines	- N/A	Stall Warning System	- YES
Max Gross Wt	- 1040	Engine Type	- N/A		
No. of Seats	- 2	Rated Power	- N/A		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		CHESTER MUNICIPAL	
Wind Dir/Speed	- CALM	ATC/Airspace		Runway Ident	- N/A
Visibility	- 20.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- GRASS/TURF
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate	- NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 341	Last 24 Hrs - 3
	Months Since - 1	Make/Model - 117	Last 30 Days - UNK/NR
GLIDER	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 32

Instrument Rating(s) - NONE

-----Narrative-----

THE INSTRUCTOR PILOT CUT LOOSE FROM THE TOW PLANE AT 200 FT AGL DURING TAKEOFF TO SIMULATE A ROPE BREAK. THE ACFT COLLIDED WITH TREES WHILE CIRCLING TO LAND. CFI STATED THAT STUDENT PLT WAS TOO SLOW IN RETURNING TO LAND ON THE RWY.

Brief of Accident (Continued)

File No. - 620

5/19/85

CHESTER, SC

A/C Reg. No. N5724S

Time (Lcl) - 1330 EDT

-----  
Occurrence #1           FORCED LANDING  
Phase of Operation     MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

1. GLIDER LAUNCH/TOW EQUIPMENT - DISCONNECTED
  2. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
- 

Occurrence #2           IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation     DESCENT - EMERGENCY

Finding(s)

3. OBJECT - TREE(S)
  4. REMEDIAL ACTION - DELAYED - DUAL STUDENT
- 

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) 4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 774      6/15/85      ABBEVILLE, SC      A/C Reg. No. N47071      Time (Lcl) - 0950 EDT

-----Basic Information-----

Type Operating Certificate	NONE (GENERAL AVIATION)	Aircraft Damage						
		SUBSTANTIAL						
Type of Operation	-PERSONAL	Fire	Crew	Fatal	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0	0
Accident Occurred During	-LANDING							

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES	
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 2	Rated Power	- 110 HP			

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	ABBEVILLE, SC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		DAVIS FIELD	
Wind Dir/Speed	- 280/003 KTS	ATC/Airspace		Runway Ident	- 08
Visibility	- 6.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 2240/ 40
Lowest Sky/Clouds	- 6500 FT SCATTERED	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	- TOUCH AND GO	Runway Status	- DRY
Obstructions to Vision	- HAZE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 18	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model - 18	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - 8

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PRACTICING TOUCH & GO LANDINGS THE STUDENT PLT LOST DIRECTIONAL CONTROL OF THE ACFT & RAN OFF THE SIDE OF THE RWY. THE ACFT FLIPPED TO AN INVERTED ATTITUDE WHEN THE NOSE WHEEL DUG INTO THE SOFT SOIL. THE STUDENT WAS ON HIS SECOND SOLO FLIGHT.

Brief of Accident (Continued)

File No. - 774

6/15/85

ABBEVILLE, SC

A/C Reg. No. N47071

Time (Lc1) - 0950 EDT

Occurrence #1      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
2.      IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
5. TOUCH-AND-GO LANDING - ATTEMPTED - PILOT IN COMMAND

Occurrence #2      NOSE OVER  
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) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 621      5/08/85      FRANKLIN, TN

A/C Reg. No. N4049Y

Time (Lcl) - 1830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

MINOR  
Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Serious  
0  
1

Minor  
0  
0

None  
1  
1

-----Aircraft Information-----

Make/Model - BARNES FF-7  
Landing Gear - N/A  
Max Gross Wt - 900  
No. of Seats - UNK/NR

Eng Make/Model - N/A  
Number Engines - N/A  
Engine Type - N/A  
Rated Power - N/A

ELT Installed/Activated - NO -N/A  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 040/002 KTS  
Visibility - 25.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FULL STOP

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

FREE BALLOON

Age - 48

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - FF-7

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - 795

Make/Model- 795

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- 6

Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT NOTICED A POWER LINE EXTENDING ACROSS THE FIELD HE HAD SELECTED FOR LANDING AT WHICH TIME AIR WAS RELEASED FROM THE ENVELOPE FOR AN EMERGENCY DESCENT. AS THE BASKET TOUCHED DOWN, THE ENVELOPE DRIFTED INTO THE LINE. A PASSENGER WAS SERIOUSLY INJURED BY AN ELECTRICAL SHOCK FROM THE POWER LINE.



Brief of Accident (Continued)

File No. - 621

5/08/85

FRANKLIN, TN

A/C Reg. No. N4049Y

Time (Lc1) - 1830 CDT

---

Occurrence            ON GROUND COLLISION WITH OBJECT

Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. OBJECT - WIRE, TRANSMISSION

2. CLEARANCE - INADEQUATE - PILOT IN COMMAND

---

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 691      5/09/85      DOVER, TN

A/C Reg. No. N3937D

Time (Lcl) - 1830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

SUBSTANTIAL

Fatal

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

0

2

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

-----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

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 110/003 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 6000 FT SCATTERED

Lowest Ceiling - 10000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

TOUCH AND GO

Airport Proximity

ON AIRSTRIP

Airport Data

Runway Ident - 09

Runway Lth/Wid - 1300/ 50

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 40

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 50

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT AND HIS PAX, A PRIVATE PLT, FLEW TO ANOTHER ARPT AND MADE SEVERAL TAKEOFFS AND LANDINGS. THEN RETURNED TO THE PRIVATE AIRSTRIP WHERE THEIR FLIGHT HAD ORIGINATED. THE STUDENT PLT WAS AT THE CONTROLS ON THIS APCH. AFTER TOUCHDOWN THE ACFT BECAME AIRBORNE AFTER PASSING OVER SOME BUMPS IN THE RUNWAY AND HE ADDED POWER. THE ACFT WAS LANDED AGAIN AND THE BRAKES WERE USED IN AN ATTEMPT TO STOP THE ACFT. THE BRAKES PULLED TO THE RIGHT AND THE ACFT SWERVED INTO A TREE STUMP THEN NOSED INTO A BANK ALONG SIDE THE RUNWAY.

Brief of Accident (Continued)

File No. - 691

5/09/85

DOVER, TN

A/C Reg. No. N3937D

Time (Lc1) - 1830 CDT

-----  
Occurrence #1            LOSS OF CONTROL - ON GROUND  
Phase of Operation       LANDING - ROLL

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
  2. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #2            ON GROUND COLLISION WITH OBJECT  
Phase of Operation       LANDING - ROLL

Finding(s)

3. OBJECT - TREE(S)
  4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #3            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation       LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DIRT BANK
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 690      7/19/85      MEMPHIS, TN      A/C Reg. No. N89634      Time (Lcl) - 2252 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries				
	DESTROYED	Fatal	Serious	Minor	None	
Type of Operation - INSTRUCTIONAL	Fire	Crew	0	1	1	0
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 - 1600	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	MEMPHIS, TN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WEST MEMPHIS, AR	GEN DEWITT SPAIN
Wind Dir/Speed- 110/004 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3800/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 554	Last 24 Hrs - 3
SE LAND, ME LAND	Months Since - 1	Make/Model- 228	Last 30 Days- UNK/NR
	Aircraft Type - C-152	Instrument- 56	Last 90 Days- 140
		Multi-Eng - 45	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING FOLLOWING A LOSS OF PWR. PURPOSE OF THE FLT WAS TO PRACTICE NIGHT TAKEOFFS AND LANDINGS. ON THE FIFTH TAKEOFF, AT APRX 200 FT AGL, A TOTAL LOSS OF PWR WAS EXPERIENCED. THE ACFT CONTACTED AN EMBANKMENT DURING THE FORCED LANDING, THE NOSE GEAR COLLAPSED AND THE ACFT NOSED OVER. THE STUDENT PLT ON BOARD REPORTED HE HAD A PROBLEM WITH PWR DURING TAKEOFF IN N89634 ON THE PREVIOUS DAY. AN A&P MECHANIC INSPECTED THE ACFT AND TEST FLEW IT AFTER THE INCIDENT BUT WAS UNABLE TO DETERMINE CAUSE OF THE PWR LOSS. POST ACCIDENT INSPECTION OF THE ACFT AND ENGINE FAILED TO DISCLOSE ANY MECHANICAL FAILURE/MALFUNCTION.

Brief of Accident (Continued)

File No. - 690

7/19/85

MEMPHIS, TN

A/C Reg. No. N89634

Time (Lcl) - 2252 CDT

-----  
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. LIGHT CONDITION - DARK NIGHT  
3. TERRAIN CONDITION - DIRT BANK  
-----

Occurrence #4      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL  
-----

Finding(s)  
4. LANDING GEAR, NOSE GEAR ASSEMBLY - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 772      8/14/85      DYERSBURG, TN      A/C Reg. No. N8295G      Time (Lcl) - 1000 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 -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 188	Eng Make/Model - CONTINENTAL IO-520-B	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3250	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	AG STRIP
Wind Dir/Speed-	ATC/Airspace	Runway Ident - 27
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1700/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 900
SE LAND	Months Since - 12	Make/Model- 580
	Aircraft Type - C-172	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE THIRD TAKEOFF THE PILOT FAILED TO OBTAIN AND MAINTAIN FLYING SPEED AND CRASHED IN A FIELD OFF THE DEPARTURE END OF THE AG STRIP.

Brief of Accident (Continued)

File No. - 772

8/14/85

DYERSBURG, TN

A/C Reg. No. N8295G

Time (Lcl) - 1000 CST

-----  
Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIFT-OFF - PREMATURE - PILOT IN COMMAND
  2. STALL - UNCONTROLLED - PILOT IN COMMAND
  3. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

4. TERRAIN CONDITION - CROP
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 668      1/29/85      VICTORIA, TX      A/C Reg. No. N8204A      Time (Lcl) - 2350 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -ILLEGAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -MANEUVERING

Aircraft Damage  
DESTROYED  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	1	0	0

-----Aircraft Information-----

Make/Model      - PIPER PA-34-220T  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 4570  
No. of Seats      - 2

Eng Make/Model - CONTINENTAL TS10-360-KB  
Number Engines - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 220 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- 130/004 KTS  
Visibility      - .250 SM  
Lowest Sky/Clouds      -  
Lowest Ceiling      - 200 FT OBSCURED  
Obstructions to Vision- FOG  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
UNK/NR  
Destination  
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - UNK/NR

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 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 HAD RENTED THE ACFT ON JANUARY 28, 1985, WITH ROUTE OF FLT UNKNOWN. NO REPORTED CONTACT WAS MADE WITH THE ACFT. THE ACFT IMPACTED THE SURFACE DURING HOURS OF DARKNESS IN INSTRUMENT METEOROLOGICAL CONDITIONS AND WAS DEMOLISHED. THE PLT WAS FATALY INJURED. THE PASSENGER RECEIVED SERIOUS INJURIES. POLICE REMOVED A LARGE QUANTITY OF MARIJUANA FROM THE WRECKAGE.



Brief of Accident (Continued)

File No. - 668

1/29/85

VICTORIA, TX

A/C Reg. No. N8204A

Time (Lcl) - 2350 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - LOW CEILING
3. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation MANEUVERING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 628      3/02/85      SAN ANTONIO, TX      A/C Reg. No. N9664F      Time (Lcl) - 1800 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	Serious 1	Minor 1	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - HUGHES 269C	Eng Make/Model - LYCOMING HIO-360-D1A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2050	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 190 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAN ANTONIO, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	STINSON FLD.
Wind Dir/Speed- 120/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 2500 FT BROKEN	Type Apch/Lndg - SIMULATED FORCED LANDING	Runway Status - WET
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)
ATP,CFI	Current - UNK/NR	Total - 2800
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 100
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE ACCIDENT OCCURRED DURING A ZERO GROUND SPEED PRACTICE AUTOROTATION. A HIGH SINK DEVELOPED AFTER AN ATTEMPT TO CORRECT FOR DECREASING ROTOR RPM, THE HELICOPTER CONTACTED THE GROUND TAIL FIRST AND ROLLED OVER AFTER THE MAIN ROTOR SEVERED THE TAIL BOOM. AN EXPERIENCED HELICOPTER PLT WHO WITNESSES THE ACCIDENT STATED THAT THE AUTOROTATIONS WERE TERMINATED ABRUPTLY WITH AN EXTREMELY NOSE HIGH ATTITUDE.

Brief of Accident (Continued)

File No. - 628

3/02/85

SAN ANTONIO, TX

A/C Reg. No. N9664F

Time (Lc1) - 1800 CST

---

Occurrence #1        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND(CFI)
  2. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND(CFI)
  3. REMEDIAL ACTION - EXCESSIVE - PILOT IN COMMAND(CFI)
  4. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND(CFI)
- 

Occurrence #2        ROLL OVER  
Phase of Operation    DESCENT - UNCONTROLLED

---

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 627      3/09/85      TEMPLE, TX      A/C Reg. No. N733AN      Time (Lcl) - 2300 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 - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point UNK/NR	
Method - N/A	Destination UNK/NR	Airport Data TEMPLE MUNI
Completeness - N/A		Runway Ident - UNK/NR
Basic Weather - UNK/NR	ATC/Airspace	Runway Lth/Wid - UNK/NR
Wind Dir/Speed- UNK/NR	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - UNK/NR	Type of Clearance - NONE	Runway Status - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type Apch/Lndg - TRAFFIC PATTERN	
Lowest Ceiling - UNK/NR	FULL STOP	
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)
STUDENT	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 STUDENT PILOT, WHO WAS CARRYING A PASSENGER DURING A NIGHT FLIGHT, MADE A HARD LANDING ON THE MUNICIPAL AIRPORT AT TEMPLE, TX. THIS RESULTED IN SUBSTANTIAL DAMAGE TO THE AIRCRAFT BUT NO INJURY TO ITS TWO OCCUPANTS. THE STUDENT PILOT'S FLYING EXPERIENCE IS UNKNOWN. THIS WAS NOT A AUTHORIZED FLIGHT.

Brief of Accident (Continued)

File No. - 627

3/09/85

TEMPLE, TX

A/C Reg. No. N733AN

Time (Lcl) - 2300 CST

---

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

---

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 619      3/15/85      MCKINNEY, TX      A/C Reg. No. N3946K      Time (Lcl) - 1110 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 305E	Eng Make/Model - CONTINENTAL O-470-15	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	-Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 213 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	AERO-COUNTRY
Wind Dir/Speed- 090/015 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2950/ 40
Lowest Sky/Clouds - 20000 FT SCATTERED	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 - 52	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5875
SE LAND, ME LAND, SE SEA	Months Since - 7	Make/Model- 220
HELICOPTER , GLIDER	Aircraft Type - UNK/NR	Instrument- 310
		Multi-Eng - 2000
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 76
		Rotorcraft - 675

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENGINE QUIT SHORTLY AFTER TAKEOFF. THE PILOT LANDED IN SOFT TERRAIN (MUDDY FIELD) AND THE AIRCRAFT NOSED OVER. THE PILOT REPORTED FINDING 1/2 CUP OF WATER IN THE FUEL TANK AND GASCOLATOR.

Brief of Accident (Continued)

File No. - 619

3/15/85

MCKINNEY, TX

A/C Reg. No. N3946K

Time (Lcl) - 1110 CST

-----  
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    DESCENT - EMERGENCY

-----

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 624      3/23/85      FRITCH, TX      A/C Reg. No. N6928F      Time (Lc1) - 1908 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-DESCENT	NONE	Pass 0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 150F	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - 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 FRITCH, 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 - GO AROUND</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data FRITCH</p> <p>Runway Ident - 35</p> <p>Runway Lth/Wid - 4500 -UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
--	--	--

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) STUDENT</p>	<p>Age - 32</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 53</p> <p>Make/Model- 53</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 3</p>
---	---	---

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT TOUCHED DOWN SHORT OF THE RWY WHILE ATTEMPTING TO LAND DOWNWIND. HE THEN ATTEMPTED A GO-AROUND BUT LOST CONTROL DUE TO INADEQUATE AIRSPEED. THE AIRCRAFT BANKED TO THE RIGHT AND STRUCK THE TAIL SECTION OF A PARKED AIRPLANE AND CRASHED.



Brief of Accident (Continued)

File No. - 624

3/23/85

FRITCH, TX

A/C Reg. No. N6928F

Time (Lcl) - 1908 CST

-----  
Occurrence #1           UNDERSHOOT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)  
1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND  
2. WEATHER CONDITION - TAILWIND  
-----

Occurrence #2           LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)  
3. WEATHER CONDITION - TAILWIND  
4.    AIRSPEED - INADEQUATE - PILOT IN COMMAND  
-----

Occurrence #3           IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)  
5. OBJECT - AIRCRAFT PARKED  
-----

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) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 626      3/25/85      ROANOKE, TX      A/C Reg. No. N52690      Time (Lcl) - 1520 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 177	Eng Make/Model - LYCOMING IO-360-A1B6D	ELT Installed/Activated - YES/YES
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 - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MC KINNEY, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	AERO VALLEY
Wind Dir/Speed- 100/008 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 40
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 67	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 4654
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 90

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT'S ENGINE QUIT ON DOWNWIND LEG. UNABLE TO GLIDE TO THE RWY, A FORCED LANDING WAS PERFORMED ON SOFT TERRAIN OFF THE APCH END OF THE RWY. THE LEFT MAIN GEAR COLLAPSED IN THE SOFT TERRAIN AND THE NOSE WHEEL BROKE OFF AS THE ACFT SLID TO A STOP. SUBSEQUENT INVESTIGATION REVEALED THAT THE FUEL SYSTEM WAS OBSTRUCTED BY FOREIGN DEBRIS AND SMALL INSECTS.

Brief of Accident (Continued)

File No. - 626

3/25/85

ROANOKE, TX

A/C Reg. No. N52690

Time (Lcl) - 1520 CST

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. FUEL SYSTEM - CONTAMINATION
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        MAIN GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - SOFT
  3. LANDING GEAR, MAIN GEAR - OVERLOAD
- 

Occurrence #4        NOSE GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
  5. LANDING GEAR, WHEEL - SEPARATION
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 799      4/10/85      ARLINGTON, TX      A/C Reg. No. N49831      Time (Lcl) - 1730 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - AERIAL OBSERVATION	Fire	0	1	0	0
Flight Conducted Under - 14 CFR 91	NONE	0	1	0	0
Accident Occurred During - DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	DALLAS, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	UNKNOWN
Wind Dir/Speed- 160/014 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 1600 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 - 22	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 646
SE LAND	Months Since - 1	Make/Model- 191
	Aircraft Type - C-152	Instrument- 78
		Multi-Eng - 11
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 109

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT ON TRAFFIC PATROL WATCH WAS OBSERVED FOR SEVERAL MINUTES BEFORE CRASH AT LOW ALTITUDE DOING SLOW FLT AND FLYING ERRATIC PRIOR TO ACFT STALLING AND SPINNING INTO APT BUILDING NO EVIDENCE OF PRE-IMPACT FAILURE OR MALFUNCTION OF THE ACFT WAS FOUND.

Brief of Accident (Continued)

File No. - 799

4/10/85

ARLINGTON, TX

A/C Reg. No. N49831

Time (Lcl) - 1730 CST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  2.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  3. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND
  4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH OBJECT  
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. - 766      3/15/85      LEESBURG,VA      A/C Reg. No. N7586G      Time (Lcl) - 2035 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 -TAKEOFF			0	0	0	3

-----Aircraft Information-----

Make/Model - CESSNA 172L	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ATLANTIC,NJ	LEESBURG
Wind Dir/Speed- 310/008 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 75
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(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 363
SE LAND	Months Since - 5	Make/Model- 71
	Aircraft Type - C-172L	Instrument- 3
		Last 24 Hrs - 1
		Last 30 Days- 2
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ENPLANED 3 ADULT PAXS AND TAXIED TO RWY 17 FOR TKOF. RPTD WND WAS 310 AT 8KTS. TKOF ROLL WAS INIATED AND CONTINUED UNTIL NEAR MIDFLD AT WHICH TIME IT BECAME APPARENT TO THE PLT THAT THE ACFT WOULD NOT ROTATE. THE PLT THEN ABTD THE TKOF BUT AS THE ACFT NEARED THE END OF THE RWY HE ADDED PWR IN ORDER TO FLY OVR A DRAINAGE DITCH ABT 100FT PAST THE END OF THE RWY. UPON TOUCHDOWN ON THE OPPOSITE SIDE OF THE DITCH THE NOSE GEAR COLLAPSED AND THE ACFT SLID APPROX 50FT BFR NOSING OVR.

Brief of Accident (Continued)

File No. - 766

3/15/85

LEESBURG, VA

A/C Reg. No. N7586G

Time (Lc1) - 2035 EST

-----  
Occurrence #1        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation   TAKEOFF

Finding(s)

1. TERRAIN CONDITION - DITCH
  2. AIRCRAFT WEIGHT AND BALANCE - NOT MAINTAINED - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
  4. WEATHER CONDITION - TAILWIND
  5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
  6. ABORTED TAKEOFF - ATTEMPTED - PILOT IN COMMAND
- 

Occurrence #2        NOSE GEAR COLLAPSED  
Phase of Operation   TAKEOFF

Finding(s)

7. TERRAIN CONDITION - GROUND
- 

Occurrence #3        NOSE OVER  
Phase of Operation   TAKEOFF

Finding(s)

8. TERRAIN CONDITION - GROUND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 638      5/12/85      ATKINS,VA      A/C Reg. No. N51347      Time (Lcl) - 0907 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 0	Serious 0	Minor 1	None 0
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150J	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	OFF AIRPORT/STRIP
Method - N/A	JOHNSON CITY,TN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MARION,VA	Runway Ident - N/A
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 7500 FT SCATTERED	Type of Clearance - NONE	Runway Status - WET
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- GROUND FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1910
SE LAND	Months Since - 1	Last 24 Hrs - 7
HELICOPTER	Aircraft Type - C-150J	Make/Model- 39
		Last 30 Days- UNK/NR
		Instrument- 13
		Last 90 Days- 102
		Multi-Eng - UNK/NR
		Rotorcraft - 1726

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING FOLLOWING A LOSS OF PWR WHICH RESULTED FROM FUEL EXHAUSTION. ON THE DAY PRIOR TO THE ACCIDENT THE ACFT HAD EXPERIENCED A TOTAL ELECTRICAL FAILURE. THE PLT STATED THAT ON THE DAY OF THE ACCIDENT, HE LOWERED A ROPE INTO THE FUEL TANKS TO CHECK THE FUEL QUANTITY (FUEL GAGES INOP DUE TO ELECTRICAL FAILURE). APRX 2 INCHES OF ROPE WAS MOISTENED BY FUEL AND THE PLT JUDGED THAT ENOUGH FUEL WAS IN THE TANKS TO COMPLETE THE X-COUNTRY. POST ACCIDENT INSPECTION REVEALED 1 GALLON OF FUEL WAS FOUND IN THE ACFT.



Brief of Accident (Continued)

File No. - 638

5/12/85

ATKINS,VA

A/C Reg. No. N51347

Time (Lc1) - 0907 EDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE

Finding(s)

1. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
4. ELECTRICAL SYSTEM.ALTERNATOR - INOPERATIVE
5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      HARD LANDING  
Phase of Operation      LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 610      3/17/85      DORSET,VT      A/C Reg. No. N12CQ      Time (Lcl) - 2015 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -EXECUTIVE/CORPORATE	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -CRUISE					

-----Aircraft Information-----

Make/Model - CESSNA 401A	Eng Make/Model - CONTINENTAL TS10-520	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 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	CALDWELL,NJ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	RUTLAND,VT	RUTLAND STATE
Wind Dir/Speed- 340/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 1500 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - SNOW		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 4946
SE LAND,ME LAND	Months Since - 7	Last 24 Hrs - UNK/NR
	Aircraft Type - C-401A	Make/Model- 3149
		Last 30 Days- UNK/NR
		Instrument- 810
		Last 90 Days- UNK/NR
		Multi-Eng - 4149

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ABOUT 30 MILES FROM RUTLAND WHEN HE RADIOED THE ARPT FOR WEATHER INFO. HE WAS INFORMED THAT CLOUDS WERE 1500 FT BROKEN AND 2700 FT OVERCAST WITH SNOW, LIGHT FOG AND 5 MILES VISIBILITY. THE PLT RESPONDED THAT HE WOULD CALL AGAIN WHEN HE GOT CLOSER TO THE ARPT. THERE WAS NO FURTHER TRANSMISSION RECEIVED FROM THE PLT. THE ACFT COLLIDED WITH DORSET MT, LOCATED ABOUT 18 MILES SOUTH OF THE ARPT. THE ACFT WAS IN A LEVEL ATTITUDE AND AT A ELEVATION OF 3300 FT. DORSET MT IS 3515 FT HIGH. EXAMINATION OF THE ACFT DID NOT DISCLOSE EVIDENCE OF MALFUNCTION. NO FLT PLAN WAS FILED.

Brief of Accident (Continued)

File No. - 610

3/17/85

DORSET,VT

A/C Reg. No. N12CQ

Time (Lc1) - 2015 EST

-----  
Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    CRUISE

Finding(s)

1. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
  2. WEATHER CONDITION - LOW CEILING
  3. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
  4. WEATHER CONDITION - SNOW
  5. WEATHER CONDITION - FOG
  6. JUDGEMENT - POOR - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    CRUISE

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  8. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
  9. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,8,9

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 797      6/19/85      WAITSFIELD,VT      A/C Reg. No. N24OWT      Time (Lcl) - 1510 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage								
	DESTROYED	Fatal	1	Serious	0	Minor	0	None	0
Type of Operation -PERSONAL	Fire	Crew	0	0	0	0	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0	0	0	0
Accident Occurred During -APPROACH									

-----Aircraft Information-----

Make/Model - SCHEMPP-HIRTH VENTUS-B	Eng Make/Model - N/A	ELT Installed/Activated - NO	N/A
Landing Gear - HULL	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 1102	Engine Type - N/A		
No. of Seats - 1	Rated Power - N/A		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	WARREN,VT	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 200/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 4500 FT BROKEN	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - UNK/NR	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 286	Last 24 Hrs - 2
	Months Since - 13	Make/Model- 198	Last 30 Days- 15
GLIDER	Aircraft Type - VENTUSB	Instrument- 0	Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THIS GLIDER WAS INVOLVED IN A SOARING CHAMPIONSHIP COURSE. ABOUT 52 MINUTES AFTER STARTING THE COURSE WITNESSES OBSERVED THE AIRCRAFT MANEUVERING FOR A LANDING ON AN OPEN FIELD. WHILE IN A STEEP BANK THE AIRCRAFT STALLED AND IMPACTED THE GROUND.

Brief of Accident (Continued)

File No. - 797

6/19/85

WAITSFIELD, VT

A/C Reg. No. N240WT

Time (Lc1) - 1510 EDT

---

Occurrence            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    APPROACH

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 745      3/20/85      ELMA, WA      A/C Reg. No. N9592F      Time (Lcl) - 1215 PST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation      -AERIAL OBSERVATION  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -TAKEOFF

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

	Fatal	Serious	Minor	None
Injuries	0	0	0	2
	0	0	0	1

-----Aircraft Information-----

Make/Model      - HUGHES 269C  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2050  
No. of Seats      - 3

Eng Make/Model      - LYCOMING HIO-360 D1A  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 190 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - UNK/NR  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed      - 090/010 KTS  
Visibility      - 12.0 SM  
Lowest Sky/Clouds      -  
Lowest Ceiling      - 2000 FT BROKEN  
Obstructions to Vision      - NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
UNK/NR  
Destination  
CHEHALIS RIVER, WA

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
ON AIRPORT

Airport Data

ELMA MUNICIPAL  
Runway Ident      - UNK/NR  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - UNK/NR  
Runway Status      - UNK/NR

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL, CFI  
SE LAND  
HELICOPTER

Age      - 26  
Biennial Flight Review  
Current      - YES  
Months Since      - 15  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 1126	Last 24 Hrs	- 2
Make/Model	- 56	Last 30 Days	- UNK/NR
Instrument	- 0	Last 90 Days	- 274
		Rotorcraft	- 828

Instrument Rating(s)      - NONE

-----Narrative-----

JUST PRIOR TO LIFT-OFF A VIBRATION ACCOMPANIED BY LATERAL ROCKING OCCURRED. ALTHOUGH THE PLT BROUGHT THE POWER TO IDLE. THE HELICOPTER HAD ALREADY STARTED TO COME APART. DURING ENGINE EXAMINATION IT WAS FOUND THAT THE GROUND RESONANCE OCCURRED DUE TO UNDER TO RQ WING OF THE MAIN ROTOR DAMPERS. THE DAMPERS HAD BEEN SERVICED JUST 1.5 HOURS PRIOR TO THIS ACCIDENT.

Brief of Accident (Continued)

File No. - 745

3/20/85

ELMA,WA

A/C Reg. No. N9592F

Time (Lcl) - 1215 PST

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. ROTOR SYSTEM,MAIN ROTOR HUB DAMPER - UNDERTORQUED
2. MAINTENANCE,SERVICE OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 696      5/19/85      WENATCHEE,WA      A/C Reg. No. N65907      Time (Lcl) - 1700 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew Pass	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 - SCHWEIZER SGS 2-33A  
Landing Gear - HULL  
Max Gross Wt - 1040  
No. of Seats - 2

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 - 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- 300/015 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  
WENATCHEE,WA

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

GLIDER

Age - 36  
Biennial Flight Review  
Current - YES  
Months Since - 9  
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR  
Flight Time (Hours)

Total	- 270	Last 24 Hrs	- UNK/NR
Make/Model-	200	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE RETURNING TO THE ARPT TO LAND, THE ACFT ENCOUNTERED STRONG DOWNDRAFTS OF 600 TO 800 FPM. AN OFF ARPT LANDING WAS MADE AND WHILE TURNING FROM BASE TO FINAL, THE LEFT WING TIP STRUCK THE GROUND. A GROUNDLOOP THEN OCCURRED.



Brief of Accident (Continued)

File No. - 696

5/19/85

WENATCHEE, WA

A/C Reg. No. N65907

Time (Lcl) - 1700 PDT

-----  
Occurrence #1        FORCED LANDING  
Phase of Operation    DESCENT - NORMAL

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
- 

Occurrence #2        DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation    APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
  3. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 759      5/20/85      CHEWELAH,WA      A/C Reg. No. N125ZL      Time (Lcl) - 0930 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -MANEUVERING

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

1

2

Serious

0

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model      - CESSNA 205  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 3300  
No. of Seats      - 6

Eng Make/Model - CONTINENTAL IO-470-S  
Number Engines - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 260 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 170/005 KTS

Visibility      - 15.0 SM

Lowest Sky/Clouds      - 4200 FT SCATTERED

Lowest Ceiling      - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

COLVILLE,WA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A

Runway Lth/Wid      - N/A

Runway Surface      - N/A

Runway Status      - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 40  
Biennial Flight Review  
Current      - YES  
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) - AIRPLANE

-----Narrative-----

THE ACFT WAS OBSERVED FLYING UP A CANYON AT LOW ALTITUDE WHILE CLIMBING AT AN ANGLE EQUIVALENT TO THE SURROUNDING TERRAIN SLOPE. SHORTLY THEREAFTER THE ACFT ENCOUNTERED STEEPLY UPSLOPING TERRAIN AND BEGAN IMPACTING TREES IN A LEFT WING HIGH AND NOSE UP ATTITUDE WHILE STILL UNDER POWER. THERE WAS NOT EVIDENCE OF ANY POWERPLANT MALFUNCTION. THE WIFE OF THE PLT REPORTED THAT HE DID NOT POSSESS ANY EXPERIENCE FLYING IN AND AROUND THE TERRAIN NEAR THE ACCIDENT AREA. THE DENSITY ALT AT THE ACCIDENT WAS ESTIMATED AT 6500 FEET ABOVE SEA LEVEL.

Brief of Accident (Continued)

File No. - 759

5/20/85

CHEWELAH,WA

A/C Reg. No. N125ZL

Time (Lc1) - 0930 PDT

---

Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. CLEARANCE - INADEQUATE - PILOT IN COMMAND
  2. TERRAIN CONDITION - RISING
  3. CLIMB - MISJUDGED - PILOT IN COMMAND
  4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  5. IN-FLIGHT PLANNING/DECISION - INACCURATE - PILOT IN COMMAND
  6. IMPROPER DECISION,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
  7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5

Factor(s) relating to this accident is/are finding(s) 2,4,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 729      5/24/85      SPOKANE, WA      A/C Reg. No. N3778Q      Time (Lc1) - 1300 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	DESTROYED	Fatal	2	Serious	0	Minor	0
Type of Operation - PERSONAL	Fire	Crew	2		0		0
Flight Conducted Under -14 CFR 91	NONE	Pass	1		0		0
Accident Occurred During -DESCENT							

-----Aircraft Information-----

Make/Model - BEECH V35	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	KAMLOOPS	UNKNOWN
Wind Dir/Speed- 220/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - 12000 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 - 66	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 2380
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- 0
		Last 30 Days- 5
		Last 90 Days- 5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER WHAT APPEARED TO BE A NORMAL TAKEOFF AND INITIAL CLIMB, WITNESSES OBSERVED THE ACFT LEVEL OFF AT ABOUT 200 FT AGL AND SOME HEARD SOUNDS OF POWER CESSATION. ACFT WAS OBSERVED TO COMMENCE A LEFT TURN DURING WHICH THE BANK INCREASED TO AN EXCESSIVE ANGLE. THE ACFT PITCHED NOSE DOWN AND CRASHED IN A GRAVEL PARKING LOT IN AN INDUSTRIAL AREA OF THE CITY. INVESTIGATION REVEALED THE ENGINE-DRIVEN FUEL PUMP SHAFT HAD FAILED AT THE MANUFACTURED SHEAR POINT DUE TO BINDING OF THE PUMP BLADES AGAINST THE BORE. NO FOREIGN MATERIAL WAS FOUND IN THE BORE BUT A SMALL SILVER OF BLACK RUBBER WAS FOUND ON THE PUMP RELIEF VALVE POPPET. ENGINE FUEL HOSES HAD BEEN REPLACED PRIOR TO THIS FLIGHT. BOOST PUMP SWITCH FOUND IN "OFF" POSITION. PREVIOUS ACFT OWNED BY PLT HAD FUEL BOOST PUMP SWITCH LOCATED IN DIFFERENT POSITION IN COCKPIT. PLT/OWNER AT CONTROLS NOT MEDICALLY CERTIFICATED. PIC IN RT SEAT NOT CURRENT IN MAKE/MODEL.

Brief of Accident (Continued)

File No. - 729

5/24/85

SPOKANE,WA

A/C Reg. No. N3778Q

Time (Lc1) - 1300 PDT

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM,PUMP - FAILURE,TOTAL
2. FUEL BOOST PUMP SELECTOR POSITION - NOT PERFORMED - PILOT IN COMMAND
3.      IMPROPER USE OF PROCEDURE,LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4. MANEUVER - IMPROPER - PILOT IN COMMAND
5.      IMPROPER USE OF PROCEDURE,INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Occurrence #3      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

6. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
7. MANEUVER - EXCESSIVE - PILOT IN COMMAND
8. STALL - UNCONTROLLED - 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) 2,3,4,5,6,7,8

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 731      6/25/85      WENATCHEE, WA      A/C Reg. No. N7396Z      Time (Lcl) - 1200 PDT

-----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	ON GROUND	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-25-235-C	Eng Make/Model - LYCOMING O-540-B25-5	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	WENATCHEE, WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WENATCHEE, WA	UNKNOWN
Wind Dir/Speed- CALM	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 - 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 - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 6551
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 4
HELICOPTER , GLIDER	Aircraft Type - UNK/NR	Make/Model- 600
		Last 30 Days- UNK/NR
		Instrument- 230
		Last 90 Days- 175
		Multi-Eng - 100
		Rotorcraft - 4123

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN AERIAL APPLICATIONS MANEUVER THE ENGINE CEASED OPERATING AND A FORCED LANDING WAS MADE IN AN ORCHARD IN BETWEEN APPLE TREE ROWS. ENGINE AND AIRCRAFT INSPECTION COULD NOT REVEAL ANY ABNORMALITIES WITH THE EXCEPTION OF A VERY DIRTY, PARTIALLY CLOGGED MAIN FUEL FILTER. THE ENGINE WAS TEST RUN FOR A SHORT PERIOD OF TIME AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 731

6/25/85

WENATCHEE, WA

A/C Reg. No. N7396Z

Time (Lcl) - 1200 PDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

Finding(s)

1. FUEL SYSTEM, FILTER - DETERIORATED
  2. FUEL SYSTEM, SCREEN - DIRTY(FOGGY)
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 737      8/07/85      VANCOUVER,WA      A/C Reg. No. N824CB      Time (Lcl) - 1653 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 1	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - BEACHNER QUICK SILVER	Eng Make/Model - GMC V-8 215 CID	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 125 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TACOMA,WA	UNKNOWN
Wind Dir/Speed- 300/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3800 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 6000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2800
SE LAND	Months Since - 1	Make/Model- 1000
	Aircraft Type - PA38	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- 25
		Last 90 Days- 75

Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS OBSERVED WORKING ON ENGINE DISTRIBUTOR PRIOR TO DEPARTURE FOR WEEKEND DEMO AT AIRSHOW FOR DESIGN SALES PROMOTION. WITNESSES NOTED ENGINE SOUND ON TAKEOFF SEEMED LESS THAN NORMAL. ACFT LIFTED OFF, GEAR WERE RETRACTED AND ACFT CLIMBED TO ABOUT 200 FT AGL BEFORE A LEFT TURN BEGAN. AFTER 90 DEG OF TURN, BANK STEEPENED TO NEAR 60 DEG, NOSE DROPPED THROUGH AND ACFT COLLIDED WITH TERRAIN. FIRE BROKE OUT ON IMPACT, CONSUMING FUSELAGE. INVESTIGATION SHOWED DISTRUBUTOR CAP AND ROTOR SHATTERED ON GROUND IMPACT, NO DETERMINATION MADE OF POSS MALFUNCTION. EXCEPT FOR UNEVEN COLORATION OF SPARK PLUGS, NO ABNORMALITIES NOTED ON ENGINE INSPECTION.



Brief of Accident (Continued)

File No. - 737

8/07/85

VANCOUVER,WA

A/C Reg. No. N824CB

Time (Lcl) - 1653 PDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      TAKEOFF

Finding(s)

1. IGNITION SYSTEM,DISTRIBUTOR - UNDETERMINED
2. AIRCRAFT PERFORMANCE,TAKEOFF CAPABILITY - DETERIORATED
3. ABORT - NOT PERFORMED - PILOT IN COMMAND
4. IMPROPER DECISION,OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

5. ALTITUDE - INADEQUATE - PILOT IN COMMAND
6. MANEUVER - EXCESSIVE - PILOT IN COMMAND
7. IMPROPER DECISION,SELF-INDUCED PRESSURE - PILOT IN COMMAND
8. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
9. STALL/MUSH - INADVERTENT -

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 727      8/11/85      VASHON, WA      A/C Reg. No. N6162M      Time (Lcl) - 1235 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	1	2

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - DESCENT

Fire  
ON GROUND

-----Aircraft Information-----

Make/Model - STINSON 108-3  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2400  
No. of Seats - 4

Eng Make/Model - FRANKLIN 6A4165 SERIES  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 165 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- 210/004 KTS  
Visibility - 50.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - UNK/NR  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
BREMERTON, WA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

UNKNOWN  
Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 41  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	163	Last 24 Hrs -	2
Make/Model-	49		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	35

Instrument Rating(s) - NONE

-----Narrative-----

PLT REPORTED A LOSS OF POWER ON INITIAL CLIMB FROM TAKEOFF; STALLED ACFT WHILE MANEUVERING FOR BEST LNDG PLACE IN ORCHARD. FIRE BROKE OUT AS OCCUPANTS EVACUATED THE ACT. CONSUMING MOST OF THE CABIN/FUSELAGE. INVESTIGATION FAILED TO REVEAL CAUSE OF POWER LOSS.

Brief of Accident (Continued)

File No. - 727

8/11/85

VASHON, WA

A/C Reg. No. N6162M

Time (Lc1) - 1235 PDT

Occurrence #1

LOSS OF POWER

Phase of Operation

TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED

Occurrence #2

FORCED LANDING

Phase of Operation

DESCENT - EMERGENCY

Occurrence #3

LOSS OF CONTROL - IN FLIGHT

Phase of Operation

MANEUVERING

Finding(s)

2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND

4. TERRAIN CONDITION - HIGH VEGETATION

5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - NONE SUITABLE

6. 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) 2,6

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 781      5/08/85      WEST BEND, WI      A/C Reg. No. N4799A      Time (Lcl) - 1300 CDT

-----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 - CESSNA A152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 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	MANITOWOA, WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WEST BEND, WI	WEST BEND
Wind Dir/Speed- 130/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1500
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 107
	Aircraft Type - UNK/NR	Make/Model- 700
		Instrument- 349
		Last 30 Days- UNK/NR
		Last 90 Days- 1032

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT DEPARTED FONDULAC, WI, WITH FULL FUEL (24.5 GALLONS USABLE) AND FLEW APRX 25 MILES SOUTH WHERE 2 1/2 HRS WERE SPENT TAKING AERIAL PHOTOGRAPHS. FLT THEN PROCEEDED APRX 60 MILES TO MANITOWOC, WI WHERE A LANDING WAS MADE. DEPARTURE WAS THEN MADE WITH APRX 9 GALLONS OF FUEL ONBOARD FOR WEST BEND, WI (APRX 48 MILES AWAY). ON FINAL APCH ENGINE QUIT. FORCED LANDING MADE IN SOFT TERRAIN AND NOSE GEAR COLLAPSED. ACFT NOSED OVER. APRX 1 QT FUEL DRAINED OUT OF ACFT WHEN TURNED OVER. ADDITIONAL 3 OZ WAS LATER DRAINED. FUEL WAS ADDED TO ACFT AND TEST RUN WAS PERFORMED. ENGINE OPERATED WITHOUT DIFFICULTY.

Brief of Accident (Continued)

File No. - 781

5/08/85

WEST BEND,WI

A/C Reg. No. N4799A

Time (Lcl) - 1300 CDT

-----  
Occurrence #1            LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
  2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
  3. REFUELING - DISREGARDED - PILOT IN COMMAND
  4. FLUID,FUEL - EXHAUSTION
- 

Occurrence #2            NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT
  6. LANDING GEAR,NOSE GEAR - OVERLOAD
- 

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) 1,3

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. - 630      5/12/85      LAKE GENEVA, WI      A/C Reg. No. N1181G      Time (Lc1) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation	-EXECUTIVE/CORPORATE	Fire	Crew	Fatal	Injuries	
Flight Conducted Under	-14 CFR 91	ON GROUND	Pass	0	Serious	Minor
Accident Occurred During	-LANDING			0	0	0
						None
						2
						4

-----Aircraft Information-----

Make/Model	- DASSAULT-BREGUET FALCON 50	Eng Make/Model	- GARRETT TFE731-3-1C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 26450	Engine Type	- TURBOFAN		
No. of Seats	- 10	Rated Power	- 3700 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- FSS	ON AIRPORT	
Method	- TELEPHONE		
Completeness	- UNK/NR	Airport Data	
Basic Weather	- VMC	AMERICANA	
Wind Dir/Speed	- 250/018 KTS	Runway Ident	- 23
Visibility	- 10.0 SM	Runway Lth/Wid	- 4050/ 75
Lowest Sky/Clouds	- UNK/NR	Runway Surface	- ASPHALT
Lowest Ceiling	- 3500 FT BROKEN	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)	
ATP	Current - YES	Total	- 9200
SE LAND, ME LAND	Months Since - 1	Make/Model	- 1050
	Aircraft Type - UNK/NR	Instrument	- 945
		Multi-Eng	- 4200
		Last 24 Hrs	- 3
		Last 30 Days	- UNK/NR
		Last 90 Days	- 46

Instrument Rating(s) - AIRPLANE

-----Narrative-----

HIGH SINK RATE DEVELOPED ON SHORT FINAL. ACFT TOUCHED DOWN 13 FT PRIOR TO RUNWAY BEFORE SINK RATE COULD BE ARRESTED. LANDING GEAR COLLAPSED AFTER CONTACTING EDGE OF RWY WHICH IS 7 INCHES HIGHER THAN SURROUNDING TERRAIN. TAIL SECTION OF ACFT CAUGHT FIRE JUST PRIOR TO COMING TO A COMPLETE STOP 2900 FT DOWN THE RWY. PILOTS WHO FREQUENTLY FLY IN AND OUT OF THE ARPT STATED, WIND SHIFTS NEAR THE RWY ARE COMMON IN GUSTY CONDITIONS BECAUSE OF HILLY TERRAIN.

Brief of Accident (Continued)

File No. - 630

5/12/85

LAKE GENEVA, WI

A/C Reg. No. N1181G

Time (Lc1) - 1700 CDT

Occurrence #1           UNDERSHOOT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. WEATHER CONDITION - GUSTS
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. PROPER DESCENT RATE - UNCONTROLLED - PILOT IN COMMAND
5. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
6. PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2           ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - RUNWAY

Occurrence #3           GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

8. LANDING GEAR - OVERLOAD

Occurrence #4           FIRE  
Phase of Operation      LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 631      5/19/85      MILWAUKEE,WI      A/C Reg. No. N39628      Time (Lc1) - 1100 CDT

-----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	2

-----Aircraft Information-----

Make/Model - PIPER PA-32T-300	Eng Make/Model - LYCOMING TS10-540	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BURLINGTON,WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	TIMMERMAN
Wind Dir/Speed- 260/015 KTS	ATC/Airspace	Runway Ident - 22L
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2859/ 255
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
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 - 362
SE LAND	Months Since - 22	Make/Model- 82
	Aircraft Type - UNK/NR	Instrument- 60
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT THE APPROACH WAS NORMAL AND FLOWN AT 90 KIAS. HE FLARED HIGH AND THE ACFT LANDED HARD ON THE RIGHT MAIN LANDING GEAR, DUE TO THE EXCESSIVE RATE OF DECENT. THE DAMAGE WAS LIMITED TO THE RIGHT WING SPAR AND RIBS.



Brief of Accident (Continued)

File No. - 631

5/19/85

MILWAUKEE, WI

A/C Reg. No. N39628

Time (Lcl) - 1100 CDT

---

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
  2. ALTITUDE - EXCESSIVE - PILOT IN COMMAND
  3. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 767      5/27/85      MARSHFIELD,WI      A/C Reg. No. N67955      Time (Lcl) - 1400 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 -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	MARSHFIELD,WI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 180/010 KTS	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 - 26	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 270
SE LAND	Months Since - 2	Make/Model- 120
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT MADE A PRECAUTIONARY LANDING IN A FIELD. AFTER CHECKING THE ACFT FUEL TANKS HE ATTEMPTED TO TAKEOFF ON A GRAVEL ROAD. DURING THE GROUND RUN THE ACFT COLLIDED WITH TREES & SKIDDED INTO A FIELD.

Brief of Accident (Continued)

File No. - 767

5/27/85

MARSHFIELD, WI

A/C Reg. No. N67955

Time (Lcl) - 1400 CDT

-----  
Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. OBJECT - TREE(S)
3. JUDGEMENT - POOR - PILOT IN COMMAND

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 753      8/09/85      RAWLINS,WY      A/C Reg. No. N39RW      Time (Lcl) - 0925 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage

DESTROYED

Fire

NONE

Fatal

1

Crew

1

Pass

Injuries

Serious

0

Minor

0

None

0

0

-----Aircraft Information-----

Make/Model      - RICHARD A. WHITE GLASAIR SH-2      Eng Make/Model      - LYCOMING IO-360-E1A6D      ELT Installed/Activated      - NO      -N/A  
Landing Gear      - TRICYCLE-RETRACTABLE      Number Engines      - 1      Stall Warning System      - NO  
Max Gross Wt      - UNK/NR      Engine Type      - RECIP-FUEL INJECTED  
No. of Seats      - 2      Rated Power      - 180 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - IN PERSON  
Completeness      - FULL

Basic Weather      - UNK/NR

Wind Dir/Speed- 320/010 KTS

Visibility      - 30.0      SM

Lowest Sky/Clouds      - THIN BKN

Lowest Ceiling      - 4000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation      - RAIN SHOWERS

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

SCOTTSBLUFF,NE

Destination

CONCORD BUCHANA,CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A

Runway Lth/Wid      - N/A

Runway Surface      - N/A

Runway Status      - N/A

ATC/Airspace

Type of Flight Plan      - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND,SE SEA

Age      - 60

Biennial Flight Review

Current      - UNK/NR

Months Since      - UNK/NR

Aircraft Type      - UNK/NR

Medical Certificate      - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 2000

Make/Model- UNK/NR

Instrument- 0

Last 24 Hrs      - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s)      - UNK/NR

-----Narrative-----

THE ACFT CRASHED IN A SLIGHTLY NOSE LOW HIGH VELOCITY IMPACT WITH THE ENG OPERATING AT LOW PWR BY THE SIGNATURES ON THE PROP. THE RADAR PLOT SHOWS THAT THE FLIGHT DESCENDED FROM APRX 15000 FT TO ABOUT 10000 FT IN APRX 1 MINUTE. THE ACFT CONTINUED TO DESCEND IN A HIGH SPEED HIGH RATE OF DESCENT SPIRAL WHICH CHANGED TO A HIGH SPEED STALL JUST PRIOR TO IMPACT AS NDICATED BY GRND CONTACT MARKS AND WRECKAGE CLUES THERE WAS A BROKEN CLOUD DECK AT APRX 4000 FT AGL. FRIENDS OF THE PLT DO NOT BELIEVE THAT HE WOULD HAVE CONSCIOUSLY CLIMBED TO ABOVE 15000 FT WITHOUT OXYGEN, LEADING TO A CONCLUSION OF PLT INCAPACITATION PRIOR TO THE CLIMB AND CRASH. ATTEMPTED CONTROL INPUTS FROM THE WIFE COULD HAVE ALTERED THE ACFT PERFORMANCE AFTER PIC INCAPACITATION. DUE TO THE ACC TRAUMA NO CONCUSIONS WERE DRAWN FROM THE PLTS N REMAINS DURING ATUOPSY. THE FLT PATTERN IS THE MAIN EVIDENCE OF LACK OF PLT INPUT DURING THE FINAL MINUTES OF FLT.

Brief of Accident (Continued)

File No. - 753

8/09/85

RAWLINS,WY

A/C Reg. No. N39RW

Time (Lc1) - 0925 MDT

Occurrence LOSS OF CONTROL - IN FLIGHT

Phase of Operation CRUISE - NORMAL

Finding(s)

1. SUPERVISION - NOT POSSIBLE - PILOT IN COMMAND
2. INCAPACITATION(HEART ATTACK) - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INCAPACITATION(LOSS OF CONSCIOUSNESS) - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

NTSB-AAB-86-18

Brief Format  
U.S. Civil and Foreign Aviation  
Issue Number 4 of 1985 Accidents

EMBRY-RIDDLE AERO.U. DAYTONA BEACH



3 1745 00065 7307

**U.S. DEPARTMENT OF COMMERCE**  
**National Technical Information Service**  
Springfield, Va 22161

OFFICIAL BUSINESS

Penalty for Private Use, \$300

AN EQUAL OPPORTUNITY EMPLOYER

POSTAGE AND FEES PAID  
U.S. DEPARTMENT OF COMMERCE  
COM-211

SPECIAL FOURTH-CLASS RATE  
BOOK

