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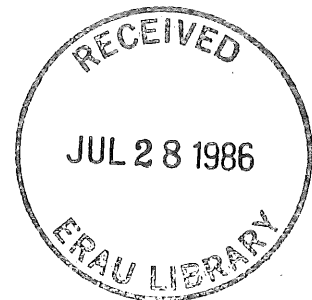


NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

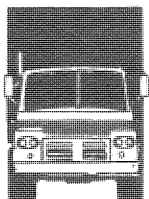
BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 5 OF 1985 ACCIDENTS



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TECHNICAL REPORT DOCUMENTATION PAGE

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				14. Sponsoring Agency Code	
15. Supplementary Notes					
16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1985. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident. File Numbers: 0801 through 1000					
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FOREWORD

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

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

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

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

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

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

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

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DEFINITIONS

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

Aircraft Accidents

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 5

CALENDAR YEAR 1985

File Order Listing - Issue No. 5, 1985

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
801	1868Z	022685	COLLEGE STATION, TX	CESSNA	205	NONE	332
802	68103	050285	INDIANAPOLIS, IN	CESSNA	404	SERIOUS	138
803	66944	071085	ALMONT, MI	CESSNA	152	NONE	200
804	9492P	061885	PEORIA, IL	PIPER	PA-24-260	MINOR	132
805	4661V	051385	MESA, AZ	CESSNA	T303	SERIOUS	42
806	2432D	070585	SWAN LAKE, MT	CESSNA	170B	NONE	228
807	736ZX	021785	MUNDELEIN, IL	CESSNA	182RG	NONE	130
808	85594	071485	PIRU, CA	ROBINSON	R-22A	NONE	80
809	32858	072385	CULVER, IN	PIPER	PA-28-140	NONE	142
810	5355Z	061685	STARBUCK, MN	PIPER	PA-22-108	NONE	204
811	6665P	052185	AUSTIN, TX	PIPER	PA-24-250	NONE	346
812	3708E	060185	EDNA, TX	AERONCA	7AC	MINOR	348
813	731AS	060485	FRIONA, TX	CESSNA	A188B	NONE	350
814	8375	070385	TALLULAH, LA	GRUMMAN	G-164A	MINOR	166
815	7589R	070585	PORT ARANSAS, TX	PIPER	PA-28-140	NONE	356
816	1580B	070485	FREDERICK, OK	LUSCOMBE	T8F	NONE	304
817	2938W	071085	ROSHARON, TX	WEATHERLY	201B	NONE	360
818	1518V	080985	PEARLAND, TX	CESSNA	172M	MINOR	366
819	23257	072585	BONITA, LA	AIR TRACTOR	AT301	NONE	168
820	7371	060185	KAPLAN, LA	GRUMMAN	G-164A	NONE	162
821	2091C	061385	NEW BRAUNFELS, TX	BEECH	95	SERIOUS	354
822	1601S	061085	TAHLEQUAH, OK	PIPER	PA-28-181	NONE	302
823	5404Y	062885	EUGENE ISLAND, GM	SIKORSKY	S-76	MINOR	108
824	53958	062285	VILLE PLATTE, LA	BELLANCA	7ECA	SERIOUS	164
825	4331N	040685	TUCSON, AZ	CESSNA	195	NONE	38

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826	2497U	041885	WHITE MOUNTAIN, AZ	CESSNA	T210N	NONE	40
827	4544L	041385	LOWER LAKE, CA	SEDERBERG	BENSEN B-8	SERIOUS	66
828	6099P	040885	SANTA BARBARA, CA	CESSNA	P210N	FATAL	64
829	1359W	031685	APPLE VALLEY, CA	MOONEY	M20C	SERIOUS	58
830	844TH	030585	BLYTHE, CA	BOEING	B75-N1	NONE	56
831	57250	061685	DECKERVILLE, MI	BOEING	A75N1	NONE	198
832	777YR	060585	ROCHESTER, IN	PIPER	PA-31-T	NONE	140
833	2173B	050385	SEATTLE, WA	PIPER	PA-32RT-30	FATAL	388
834	80970	052685	MOORPARK, CA	GLOBE	GC-1B	FATAL	70
835	8898	020985	CORONA, CA	PIPER	PA-24-250	SERIOUS	54
836	9058Y	012785	IRWINDALE, CA	CESSNA	120	FATAL	50
836	65599	012785	IRWINDALE, CA	CESSNA	152	FATAL	48
837	756ZM	052185	GRAND ISLAND, NY	CESSNA	TR-182	FATAL	270
838	738UZ	033185	ANZA, CA	CESSNA	172N	SERIOUS	60
839	8345Y	020185	WOODSIDE, CA	PIPER	PA-28-161	FATAL	52
840	6523Q	061285	ALBANY, OR	ALON	A2	NONE	314
841	5364	080285	COLFAX, ND	GRUMMAN	G164A	NONE	232
842	907OK	061985	ROSEAU, MN	STINSON	108-1	NONE	206
843	1500U	022185	ATHENS, OH	BEECH	N35	NONE	290
844	6267	071885	BRYAN, OH	DIETZ	EVANS VP-1	SERIOUS	294
845	12997	062085	MOSINEE, WI	CESSNA	172M	NONE	392
846	8FT	061485	LAMBERTVILLE, MI	HANEY	POLLIWAGON	SERIOUS	196
847	6984Y	041985	MIAMI, FL	PIPER	PA-23-250	NONE	96
848	5836P	041985	FELLSMERE, FL	PIPER	PA-24-250	SERIOUS	98
849	4309R	071785	BOISE, ID	CESSNA	185F	NONE	124

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850	28872	050585	FALL CREEK, OR	HILLER	UH-12E	NONE	312
851	4378N	051185	PACOIMA, CA	PIPER	PA-28-181	NONE	68
852	80577	041685	LIBERTY, TX	GLOBE	GC-1B	SERIOUS	336
853	8243T	060585	LANCASTER, OH	CESSNA	175B	NONE	292
855	704FU	061385	COLUSA, CA	CESSNA	150M	NONE	76
856	6225R	061185	UPLAND, CA	CESSNA	172RG	NONE	74
857	3094G	062685	LAKEVILLE, MN	BELL	47G-4	NONE	208
858	1642G	072085	CHATTANOOGA, OK	CHAMPION	7KCAB	NONE	306
859	363Y	060985	BIGGS, CA	GRUMMAN	G-164	NONE	72
860	1676D	052585	WASECA, MN	CESSNA	170B	NONE	202
861	6593L	050485	TULSA, OK	CESSNA	152	NONE	296
862	24220	060885	KELLER, TX	PIPER	PA-38-112	NONE	352
863	1400J	060985	MARIETTA, OK	ROCKWELL	112B	SERIOUS	300
864	714DM	081285	MCALLEN, TX	CESSNA	150M	NONE	368
865	9912W	081385	MAY, TX	PIPER	PA-28-140	NONE	370
866	8203R	051285	CORSICANA, TX	BELLANCA	17-30A	NONE	340
867	21698	070685	BROWNSVILLE, TX	PIPER	PA-32RT-30	SERIOUS	358
868	925TX	050485	FREDERICKSBURG, TX	PIPER	J-3C	SERIOUS	338
869	3835Y	051385	AUSTIN, TX	CESSNA	210D	NONE	342
870	95BH	052085	ABILENE, TX	BEECHCRAFT	58P	NONE	344
871	71351	051785	CHICKASHA, OK	CESSNA	182M	NONE	298
872	15131	031785	ATHENS, TX	PIPER	PA-28-140	SERIOUS	334
873	55VE	070785	SYLACAUGA, AL	LETT	VARIEZE	SERIOUS	28
874	575HC	051985	PINE BLUFF, AR	BEECH	E-90	MINOR	30
875	500BR	052285	BELTON, MO	BEDEELL	BD-5	FATAL	212

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876	82631	070185	NEW MILFORD, CT	PIPER	PA-28-236	NONE	88
877	4627K	070485	WHITE PLAINS, NY	CESSNA	P210	NONE	276
878	101UR	041285	UTICA, NY	SWEARINGEN	SA-226TC	NONE	264
879	9977E	061985	NEWPORT, NH	CESSNA	182P	NONE	240
880	45946	070585	EBENSBURG, PA	CESSNA	152II	NONE	324
881	9445U	041585	BLUE HILL, ME	CESSNA	150M	MINOR	186
882	3625S	071885	GARDINER, NY	CESSNA	172E	SERIOUS	284
883	2306C	062085	NORFOLK, MA	CESSNA	182RG	MINOR	172
884	5739H	071885	LIVINGSTON, NY	PIPER	PA-16	NONE	282
885	89856	071785	W.STAFFORD, CT	CESSNA	152	NONE	92
886	9538P	071085	KRAMER, ND	PIPER	PA-25-235	NONE	230
887	99677	032385	SUSSEX, NJ	ERCOUPE	415-D	NONE	242
888	95623	052785	GODDARD, KS	CESSNA	152	MINOR	146
889	30079	052585	JAMESTOWN, MO	EAA BIPLANE	BI-PLANE	NONE	214
890	4547A	062485	GLENN CANYON, UT	PIPER	PA-22-150	NONE	372
891	10735	092085	TUNICA, MS	CESSNA	150L	SERIOUS	224
892	10543	011285	CENTRAL, IN	CESSNA	150L	MINOR	136
893	8486X	062385	EAST ALTON, IL	CESSNA	172	NONE	134
894	6056N	062385	APPLETON, WI	BEECH	BE-19A	NONE	394
895	9484H	010285	MT STERLING, IL	CESSNA	172M	NONE	128
896	8951T	072785	WEST LEBANON, ME	CESSNA	182C	NONE	192
897	6668L	072185	SNOWPOND, SIDNEY, ME	LAKE	LA-4	NONE	188
898	32741	072985	LAWRENCE, MA	PIPER	PA-28-151	MINOR	178
899	6887B	072785	MANAHAWKIN, NJ	CESSNA	425	NONE	254
900	5777D	072085	STOWE, VT	PIPER	PA-18-95	NONE	386

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901	11BZ	072185	MARLBORO, NJ	CESSNA	152	NONE	252
902	21521	080585	WILDWOOD, NJ	PIPER	PA-28-161	NONE	256
903	8789Z	072385	LIMERICK, ME	CESSNA	P206D	NONE	190
904	3124L	071485	HARTFORD, CT	SIKORSKY	S-76A	NONE	90
905	8247A	071885	NANTUCKET, MA	PIPER	PA-28-161	SERIOUS	174
906	2892F	042785	LOUGHMAN, FL	CESSNA	C-182J	NONE	104
907	6495E	041985	OPHEIM, MT	CESSNA	172	NONE	226
908	9581U	052385	NEW HUDSON, MI	GULF STREAM	AA-5A	MINOR	194
909	4979A	050385	LAS VEGAS, NV	CESSNA	180-L	NONE	258
910	2370Y	042285	OCALA, FL	CESSNA	177	NONE	100
911	2638N	042485	BOCA RATON, FL	CESSNA	T310R	NONE	102
912	44816	031085	LAKE PLACID, FL	MITCHELL HAR	CONDOR III	MINOR	94
913	3431H	081485	DEL MAR, NY	ENGINEERING	ERCOUPE 41	NONE	288
914	100FH	081885	HAWLEY, PA	BELL	BH206L-1	MINOR	328
915	6647Z	062785	BURNS, OR	PIPER	PA-25-235	FATAL	316
916	11VH	070285	ROOSEVELT, WA	BELL	47G2	NONE	390
917	843	061485	LONG VALLEY, NV	PIPER	PA-22-135	NONE	262
918	8339G	081085	POCATELLO, ID	CESSNA	150F	NONE	126
919	761UC	042285	WHITTIER, AK	CESSNA	A152AERObA	NONE	4
920	8700Z	070785	EGEGIK, AK	CESSNA	185F	NONE	12
921	86090	082585	DILLINGHAM, AK	AERONCA	11AC	NONE	24
922	83545	082285	YUKI RIVER, AK	PIPER	PA-18	NONE	20
923	5947T	042185	WASILLA, AK	CESSNA	150D	NONE	2
924	52789	062185	GLENDALE, AZ	CESSNA	172P	MINOR	44
925	5477B	091085	MODESTO, CA	CESSNA	152	NONE	84

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926	2251R	083085	BISHOP, CA	CESSNA	T210	NONE	82
927	4319F	071885	BEDMINSTER, NJ	PIPER	PA-28-140	NONE	248
927	6139J	071885	BEDMINSTER, NJ	PIPER	PA-28-140	NONE	250
929	10GE	052185	HARRISON, AR	CESSNA	501	FATAL	32
931	1534C	070285	OWENSBORO, KY	BALLOON WORK	FIREFLY 7	SERIOUS	158
932	6456A	061085	LAS VEGAS, NV	PIPER	PA-38-112	SERIOUS	260
933	3528U	020685	LYNCHBURG, VA	PIPER	PA-31-350	MINOR	376
934	5738D	041285	NEW LONDON, VA	PIPER	PA 22-150	MINOR	380
935	5682P	020485	CHANTILLY, VA	PIPER	PA-24-250	MINOR	374
936	68192	021085	OCEAN CITY, MD	CESSNA	152-II	MINOR	180
937	3926U	091185	APPLE VALLEY, CA	CESSNA	150E	NONE	86
938	2885H	051985	WARRENTON, VA	SCHWEIZER	SGS 2-33A	NONE	382
939	47757	071085	EKLUTNA, AK	TAYLORCRAFT	DF-65	NONE	14
940	8682V	030385	ANNAPOLIS, MD	BELLANCA	7-ECA CITA	NONE	182
941	4611E	071685	PORTAGE, AK	CESSNA	A-185F	NONE	16
942	14159	072885	DRIFT RIVER, AK	PIPER	PA-18	SERIOUS	18
943	83725	082985	CHETASLINA RVR, AK	BELLANCA	7AC	NONE	26
944	1062F	051185	TALKEETNA, AK	CESSNA	185F	NONE	8
945	7558H	082385	ANCORAGE, AK	CESSNA	185	NONE	22
947	8530J	070785	SUMMIT LAKE, AK	ROBINSON	R-22A	NONE	10
948	GSKSB	051785	COLUMBUS, KS	AIRSHIP INDU	SKYSHIP	NONE	144
949	48523	061185	PARAGOULD, AR	GRUMMAN	G-164A	NONE	34
950	7244S	041585	GRAY SUMMIT, MO	BEECH	A-36	FATAL	210
951	6426B	060185	ALBERT, KS	CESSNA	152	FATAL	148
952	402CS	051585	POCATELLO, ID	CESSNA	402	FATAL	122

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
953	7717F	052585	JEFFERSONVILLE, KY	CESSNA	150F	FATAL	156
954	8447C	042885	HILO, HI	ROBINSON	R-22	NONE	112
955	5322Z	071685	HOOKSTOWN, PA	PIPER	PA-22-108	NONE	326
956	6529L	052185	GAITHERSBURG, MD	CESSNA	152	NONE	184
957	2172N	052485	LEWISBORO, NY	PIPER	PA-28-161	MINOR	272
958	506AC	041885	CLARION, PA	PIPER	PA-23-250	NONE	320
959	2323E	072185	GRAFORD, TX	PIPER	PA-38-112	MINOR	362
960	6020P	011685	RIVERSIDE, CA	BEECH	C24R	NONE	46
961	3652F	043085	WESTON, OR	AIR TRACTOR	AT301	SERIOUS	310
962	5025X	080685	OLTON, TX	ROCKWELL INT	S-2R	NONE	364
963	1086Q	062285	SHIP SHOAL BLK, GM	BELL	206L-1	MINOR	106
964	99GM	042685	MYRTLE POINT, OR	HILLER	12E	NONE	308
965	3800T	060485	BROOKNEAL, VA	PIPER	PA-28-R-18	MINOR	384
966	8386B	051985	GLADSTONE, NE	ROBINSON	R22	SERIOUS	234
967	9131S	071485	CALVERTON, NY	BEECH	58P	NONE	280
968	4974K	061985	KINGMAN, KS	RYAN	NAVION A	FATAL	150
969	95496	062385	INDEPENDENCE, MO	CESSNA	152	SERIOUS	216
971	2019U	021385	ST. MARY'S, PA	BEECH	G90	FATAL	318
972	172TD	050485	POESTENKILL, NY	CESSNA	C172	SERIOUS	268
973	9439N	050385	MONTGOMERY, NY	PIPER	PA-28R-200	NONE	266
974	180DH	071785	FORT DODGE, IA	CESSNA	180J	NONE	116
975	4848Q	072085	INDIANOLA, NE	CESSNA	A188B	NONE	236
976	67911	072385	QUEEN CITY, MO	CESSNA	152	NONE	222
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983	148CP	060985	HAMPTONBURGH, NY	BEECH	BE-200	FATAL	274
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987	75273	071085	PELLA, IA	BELL	47G	MINOR	114
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998	43504	033185	PORTERVILLE, CA	PIPER	PA28-236	NONE	62
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AIRCRAFT ACCIDENT REPORTS
BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 5 OF 1985 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 923 4/21/85 WASILLA, AK A/C Reg. No. N5947T Time (Lcl) - 1830 AST

-----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	1
Accident Occurred During -LANDING					

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

Make/Model - CESSNA 150D	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - 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	WASILLA, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WASILLA, AK	WASILLA
Wind Dir/Speed- 200/005 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 90.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2100/ 90
Lowest Sky/Clouds - CLEAR	Type of Clearance - TRAFFIC ADVISORY	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - SOFT
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 780
SE LAND,SE SEA,ME SEA	Months Since - 2	Last 24 Hrs - 7
	Aircraft Type - C-150	Make/Model- 780
		Last 30 Days- UNK/NR
		Instrument- 44
		Last 90 Days- 84

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PRIMARY CAUSE OF THIS ACCIDENT WAS THE AIRPLANE STRIKING THE SOFT SPOT ON THE RUNWAY. UNDERLYING FACTORS WERE THE PILOT IN COMMAND'S INABILITY TO DISTINGUISH THE SOFT RUNWAY SURFACE FROM SURROUNDING RUNWAY SURFACES, AND THE UNUSUALLY WARM TEMPERATURES FOR THAT TIME OF THE YEAR.

Brief of Accident (Continued)

File No. - 923

4/21/85

WASILLA, AK

A/C Reg. No. N5947T

Time (Lcl) - 1830 AST

Occurrence NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NOSE GEAR - OVERLOAD
 2. RUNWAY MAINTENANCE - UNCONTROLLED - AIRPORT PERSONNEL
 3. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL
 4. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
 5. RUNWAY MAINTENANCE - NOT IDENTIFIED - PILOT IN COMMAND
 6. TERRAIN CONDITION - SOFT
-

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

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

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. - 919 4/22/85 WHITTIER, AK A/C Reg. No. N761UC Time (Lcl) - 1300 AST

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

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

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

Make/Model - CESSNA A152AEROBAT	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	ANCHORAGE, AK	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	ANCHORAGE, AK	WHITTIER
Wind Dir/Speed- 220/015 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1500/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - TRAFFIC ADVISORY	Runway Surface - SNOW
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - SNOW - DRY
Obstructions to Vision- NONE	FULL STOP	SOFT
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 94
SE LAND	Months Since - 2	Make/Model- 55
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT IN COMMAND FAILED TO PERFORM AN ADEQUATE RECONNAISSANCE OF THE AIRPORT PRIOR TO LANDING AND DID NOT AVAIL HIMSELF OF ALL INFORMATION CONCERNING THE RUNWAY CONDITIONS.

Brief of Accident (Continued)

File No. - 919

4/22/85

WHITTIER, AK

A/C Reg. No. N761UC

Time (Lcl) - 1300 AST

Occurrence

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 4. UNSUITABLE TERRAIN - NOT OBTAINED - PILOT IN COMMAND
 5. JUDGEMENT - POOR - PILOT IN COMMAND
 6. PROCEDURES/DIRECTIVES - 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) 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. - 999 5/08/85 CANDLE, AK A/C Reg. No. N9140M Time (Lcl) - 1415 ADT

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

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

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

Make/Model	- CESSNA C-206	Eng Make/Model	- CONTINENTAL IO-520-F	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	KOTZEBUE, AK	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	BUCKLAND, AK	
Wind Dir/Speed - 100/020 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - UNK/NR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3300 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 8000 FT OVERCAST	Type Apch/Lndg - STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision - NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 14000
SE LAND, SE SEA	Months Since - 1	Make/Model - 5000
	Aircraft Type - PA-18	Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT MADE A HARD LANDING ON ICE AFTER ENG FAILURE RESULTED IN A FORCED LANDING. THE PLT HAD SHUT DOWN THE ENG AFTER LOSS OF OIL PRESSURE AND A RISE IN OIL TEMPERATURE OCCURRED. POST ACCIDENT INVESTIGATION SHOWED A FAILURE OF A ROD BEARING.

Brief of Accident (Continued)

File No. - 999

5/08/85

CANDLE,AK

A/C Reg. No. N9140M

Time (Lc1) - 1415 ADT

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

Finding(s)

1. ENGINE ASSEMBLY,BEARING - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - SNOW COVERED

Occurrence #4 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
4. LANDING GEAR,NOSE GEAR - OVERLOAD

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

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

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. - 944 5/11/85 TALKEETNA, AK A/C Reg. No. N1062F Time (Lcl) - 1000 ADT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage									
Name of Carrier	-TALKEETNA AIR TAXI INC.	SUBSTANTIAL		Fatal	0	Serious	0	Minor	0	None	1
Type of Operation	-NON SCHED, DOMESTIC, PAX/CARGO	Fire		Crew	0		0		0		3
Flight Conducted Under	-14 CFR 135	NONE		Pass	0		0		0		3
Accident Occurred During	-TAKEOFF										

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

Make/Model	- CESSNA 185F	Eng Make/Model	- CONTINENTAL IO-520-D	ELT Installed/Activated	- YES-UNK/NR
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		OFF AIRPORT/STRIP	
Method	- N/A	BLAKE LAKE, AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	TALKEETNA, AK		Runway Ident	- 04
Wind Dir/Speed	- CALM	ATC/Airspace		Runway Lth/Wid	- 4700/ 300
Visibility	- 100.0 SM	Type of Flight Plan	- COMPANY (VFR)	Runway Surface	- SNOW
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Status	- SNOW - CRUSTED
Lowest Ceiling	- NONE	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-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 3300	Last 24 Hrs - 4
SE LAND, SE SEA	Months Since - 12	Make/Model - 2200	Last 30 Days - UNK/NR
	Aircraft Type - C-185	Instrument - 0	Last 90 Days - 130

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT DID NOT USE ALL AVAILABLE TAKEOFF AREA AND FAILED TO RECOGNIZED NEED TO ABORT UNTIL TOO LATE.
POSSIBLE OVERWEIGHT AIRPLANE LOADED BEYOND CENTRE OF GRAVITY RANGE

Brief of Accident (Continued)

File No. - 944

5/11/85

TALKEETNA, AK

A/C Reg. No. N1062F

Time (Lcl) - 1000 ADT

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

Finding(s)

1. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - OVERLOAD
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND
3. TERRAIN CONDITION - ROUGH/UNEVEN
4. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 947 7/07/85 SUMMIT LAKE,AK A/C Reg. No. N8530J Time (Lcl) - 0130 ADT

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

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

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

Make/Model - ROBINSON R-22A	Eng Make/Model - AVCO LYCOMING O-320-B2C	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1370	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	OFF AIRPORT/STRIP
Method - N/A	SUMMIT LAKE,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 360/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 100.0 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 - NIGHT(BRIGHT)		

-----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 - 400
SE LAND,ME LAND	Months Since - 3	Last 24 Hrs - UNK/NR
HELICOPTER	Aircraft Type - R-22	Make/Model- 95
		Instrument- 95
		Multi-Eng - 8
		Last 30 Days- UNK/NR
		Last 90 Days- 0
		Rotorcraft - 95

Instrument Rating(s) - AIRPLANE

-----Narrative-----

HELICOPTER STRUCK GLASSY WATER LAKE DURING A LOW ALT TURN. PLT/FLT INSTRUCTOR SAID HE BECAME DISORIENTED DURING THE TURN, AFTER HE LOOKED INSIDE THE HELICOPTER BRIEFLY TO CHECK THE ROTOR RPM. ACCIDENT OCCURED DURING A BRIGHT NIGHT.

Brief of Accident (Continued)

File No. - 947

7/07/85

SUMMIT LAKE, AK

A/C Reg. No. N8530J

Time (Lcl) - 0130 ADT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - WATER, GLASSY
2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. LIGHT CONDITION - NIGHT
5. JUDGEMENT - POOR - PILOT IN COMMAND
6. IMPROPER DECISION, OSTENTATIOUS DISPLAY - PILOT IN COMMAND
7. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
8. IMPROPER DECISION, SPATIAL DISORIENTATION - PILOT IN COMMAND
9. MANEUVER - POOR - PILOT IN COMMAND
10. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6,7,9

Factor(s) relating to this accident is/are finding(s) 1,4,8,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 920 7/07/85 EGEGIK,AK A/C Reg. No. N8700Z Time (Lcl) - 2110 ADT

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

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

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

Make/Model - CESSNA 185F	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/NO
Landing Gear - AMPHIBIAN	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3265	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NAKNEK,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/030 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 300 FT	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 300 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - HIGH VEGETATION
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2980
SE LAND,SE SEA	Months Since - 3	Last 24 Hrs - 10
	Aircraft Type - C-185	Make/Model- 430
		Last 30 Days- UNK/NR
		Instrument- 15
		Last 90 Days- 190
		Multi-Eng - 30

Instrument Rating(s) - NONE

-----Narrative-----

ENGINE FAILED AT 200 FT AGL, DUE TO FUEL STARVATION. PLT ATTEMPTED TO REACH LAKE, & CRASHED IN TREES AT EDGE OF LAKE.

Brief of Accident (Continued)

File No. - 920

7/07/85

EGEGIK,AK

A/C Reg. No. N8700Z

Time (Lcl) - 2110 ADT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
3. AIRCRAFT MANUALS,PERFORMANCE INFORMATION - INADEQUATE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. WEATHER CONDITION - LOW CEILING

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

Finding(s)

5. OBJECT - TREE(S)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 939 7/10/85 EKLUTNA, AK A/C Reg. No. N47757 Time (Lcl) - 1100 ADT

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

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

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

Make/Model - TAYLORCRAFT DF-65	Eng Make/Model - CONTINENTAL A75-8	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1250	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 75 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - PATWAS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CHUGIAK, AK	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 35.0 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 - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE	PRECAUTIONARY LANDIN	
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 260
SE LAND	Months Since - 17	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 171
		Instrument- 4
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

ACFT LANDED HARD, COLLAPSING BOTH MAIN LANDING GEAR AFTER MAKING A STEEP APCH TO A SHORT AREA ON A GRAVEL ROAD. PLT WAS LANDING TO DRAIN SOME ACFT FUEL OUT IN ORDER TO GET BETTER CLIMB PERFORMANCE FOR A MOUNTAIN SIGHTSEEING FLIGHT.

Brief of Accident (Continued)

File No. - 939

7/10/85

EKLUTNA, AK

A/C Reg. No. N47757

Time (Lcl) - 1100 ADT

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

Finding(s)

1. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. PROPER DESCENT RATE - EXCESSIVE - PILOT IN COMMAND
5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
6. AIRCRAFT HANDLING - POOR - PILOT IN COMMAND

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

Finding(s)

7. PROPER DESCENT RATE - EXCESSIVE - PILOT IN COMMAND

----Probable Cause----

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

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. - 941 7/16/85 PORTAGE, AK A/C Reg. No. N4611E Time (Lcl) - 1930 ADT

-----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 - CESSNA A-185F	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 - 3350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CROWN POINT, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 090/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 8000 FT OVERCAST	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - WET
Obstructions to Vision- NONE		SOFT
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 - 2500
SE LAND	Months Since - 5	Make/Model- 663
	Aircraft Type - 185	Instrument- 10
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 100

Instrument Rating(s) - NONE

-----Narrative-----

ACFT ATTEMPTED TO LAND ON INLET MUD FLATS & NOSED OVER FOLLOWING A REPORTED ROUGH RUNNING ENGINE.

Brief of Accident (Continued)

File No. - 941

7/16/85

PORTAGE, AK

A/C Reg. No. N4611E

Time (Lcl) - 1930 ADT

Occurrence #1 LOSS OF POWER
Phase of Operation DESCENT - NORMAL

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

Finding(s)

1. TERRAIN CONDITION - SOFT
 2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 3. JUDGEMENT - POOR - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 942 7/28/85 DRIFT RIVER, AK A/C Reg. No. N14159 Time (Lcl) - 1600 ADT

-----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 -MANEUVERING			0	1	0	0
				0	1	0

-----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 - UNK/NR
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	DRIFT RIVER, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 360/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5000 FT	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 5000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - UNK/NR
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

APLN CRASHED ON GRAVEL BAR AFTER WING TIP HIT GROUND DURING LOW ALT TURN. THE UNLICENSED PLT STATED THAT HE WAS IN HIS SECOND 360 DEG TURN & HIT HIS OWN WAKE TURBULENCE.

Brief of Accident (Continued)

File No. - 942

7/28/85

DRIFT RIVER, AK

A/C Reg. No. N14159

Time (Lc1) - 1600 ADT

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER DECISION, INATTENTIVE - PILOT IN COMMAND
3. INADEQUATE SUBSTANTIATION PROCESS, INADEQUATE DOCUMENTATION - FAA(ORGANIZATION)
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6. INADEQUATE SUBSTANTIATION PROCESS, INADEQUATE METHOD OF COMPLIANCE DTRMTN RCRDKPNG - FAA(ORGANIZATION)
7. ALTITUDE - IMPROPER - PILOT IN COMMAND
8. IMPROPER DECISION, INADEQUATE TRAINING - PILOT IN COMMAND
9. INADEQUATE CERTIFICATION/APPROVAL, AIRMAN - FAA(ORGANIZATION)
10. IMPROPER DECISION, QUALIFICATION - FAA(ORGANIZATION)
11. INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
12. INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)

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

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

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

Factor(s) relating to this accident is/are finding(s) 3,6,8,9,10,11,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 922 8/22/85 YUKI RIVER, AK A/C Reg. No. N83545 Time (Lcl) - 2150 ADT

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

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

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

Make/Model - 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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 210/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 60.0 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 - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 145
SE LAND	Months Since - 15	Last 24 Hrs - 2
	Aircraft Type - C -152	Make/Model- 44
		Instrument- 3
		Last 30 Days- 15
		Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

DURING A NORMAL CRUISE THE AIRCRAFT ENGINE QUIT. THE PILOT ATTEMPTED A EMERGENCY LANDING ON THE YUKI RIVER. DURING THE EXAMINATION OF THE AIRCRAFT ENGINE NO MECHANICAL FAILURE OR MALFUNCTION WAS NOTED. WATER WAS LOCATED IN BOTH THE FUEL TANKS AND FUEL LINES.

Brief of Accident (Continued)

File No. - 922

8/22/85

YUKI RIVER, AK

A/C Reg. No. N83545

Time (Lc1) - 2150 ADT

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

Finding(s)

1. FUEL SYSTEM, TANK - CONTAMINATION
2. FUEL SYSTEM, FILTER - WATER
3. FUEL SYSTEM, FILTER - WATER
4. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
5. CHECKLIST - IMPROPER - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 945 8/23/85 ANCHORAGE, AK A/C Reg. No. N7558H Time (Lcl) - 1900 ADT

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

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

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

Make/Model	- CESSNA 185	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	- 3320	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 300 HP		

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

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

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

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 6872	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - 4	Make/Model - 298	Last 30 Days - 50
	Aircraft Type - C-185	Instrument - 31	Last 90 Days - 105
		Multi-Eng - 82	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT NOSED OVER DURING THE LANDING ROLL. THE PILOT STATED DURING THE LANDING HE LOST DIRECTIONAL CONTROL OF THE HIS AIRCRAFT CAUSING THE AIRCRAFT TO NOSED OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 945

8/23/85

ANCORAGE, AK

A/C Reg. No. N7558H

Time (Lc1) - 1900 ADT

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

Finding(s)

1. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. MINIMUM DESCENT ALTITUDE - NOT OBTAINED - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 921 8/25/85 DILLINGHAM, AK A/C Reg. No. N86090 Time (Lcl) - 1300 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
1
1

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

Make/Model - AERONCA 11AC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1250
No. of Seats - 2

Eng Make/Model - COTINENTAL A-78-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 75 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 010/005 KTS

Visibility - 40.0 SM

Lowest Sky/Clouds - 6000 FT SCATTERED

Lowest Ceiling - 1000 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 - NONE

Airport Proximity
ON AIRPORT

Airport Data

DILLINGHAM

Runway Ident - 01

Runway Lth/Wid - 6404/ 150

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 31

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - 11AC

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 398

Make/Model- UNK/NR

Instrument- 0

Last 24 Hrs - 0

Last 30 Days- 0

Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT APPROXIMATELY 200 FT INTO THE ROLLOUT THE RIGHT WING LIFTED INTO THE AIR, VEERING THE PLANE TO THE RIGHT LOSING DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE AIRCRAFT TO EXIT THE RUNWAY INTO A GRAVEL PIT.

Brief of Accident (Continued)

File No. - 921

8/25/85

DILLINGHAM, AK

A/C Reg. No. N86090

Time (Lcl) - 1300 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, PRESSURE - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT FOLLOWED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - MISJUDGED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 943 8/29/85 CHETASLINA RVR,AK A/C Reg. No. N83725 Time (Lcl) - 0900 ADT

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

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

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

Make/Model - BELLANCA 7AC	Eng Make/Model - LYCOMING O-235-C1	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 115 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GULKANA,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 - 30.0 SM	Type of Flight Plan - VFR	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - WET
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	SOFT
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 180
SE LAND	Months Since - 20	Make/Model- 150
	Aircraft Type - C 150	Instrument- 25
		Last 24 Hrs - 2
		Last 30 Days- 4
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE RUN OUT OF RUNWAY AND HE DID NOT REACH MIN FLYING SPEED FOR LIFT OFF. THE TUNDRA RUNWAY CREATED MORE DRAG THAN THE PILOT HAD ANTICIPATED. THE PILOT THEN DEPARTED THR TUNDRA RUNWAY LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CRUSING A GROUND LOOP.

Brief of Accident (Continued)

File No. - 943

8/29/85

CHETASLINA RVR,AK

A/C Reg. No. N83725

Time (Lc1) - 0900 ADT

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
2. UNSUITABLE TERRAIN - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, PRESSURE - PILOT IN COMMAND
4. ALL AVAILABLE RUNWAY - INADEQUATE - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND
6. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 873 7/07/85 SYLACAUGA, AL

A/C Reg. No. N55VE

Time (Lcl) - 0958 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - LETT VARIEZE
Landing Gear - UNK/NR
Max Gross Wt - 1050
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 HP

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

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

Weather Data

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

Itinerary

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

LEE MERKLE FLD
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

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

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

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 507
Make/Model- 19
Instrument- 75
Multi-Eng - 111
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 66

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CONTACTED A PICK-UP TRUCK ON A HIGHWAY DURING A FORCED LANDING FOLLOWING A LOSS OF POWER SHORTLY AFTER TAKEOFF. POST ACCIDENT INSPECTION OF THE ACFT DISCLOSED THAT THE FUEL VENT LINE WAS SEVERLY PACKED (BLOCKED) WITH MUD DOBBER MATERIAL.

Brief of Accident (Continued)

File No. - 873

7/07/85

SYLACAUGA,AL

A/C Reg. No. N55VE

Time (Lc1) - 0958 CDT

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

Finding(s)

1. FUEL SYSTEM, VENT - BLOCKED(TOTAL)
 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 - 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. - 874 5/19/85 PINE BLUFF, AR A/C Reg. No. N575HC Time (Lcl) - 1455 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - BEECH E-90
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 10100
No. of Seats - 10

Eng Make/Model - P&W PT6-28
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 550 HP

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

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

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PINE BLUFF, AR
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 46
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - E-90

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

Total	- 5319	Last 24 Hrs	- UNK/NR
Make/Model-	700	Last 30 Days-	UNK/NR
Instrument-	880	Last 90 Days-	105
Multi-Eng	- 4078		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A SIMULATED ENG FAILURE WAS INITIATED BY THE CHK AIRMAN AT 200 AGL. THE PLT FOLLOWED THE EMERGENCY PROCEDURES AND ADVANCED THE PWR LEVERS TO BRING PWR BACK TO THE ENGINE. THE PLT THEN NOTICED THE ENG FAILED AND HAD INSUFFICIENT ALT TO GET AN AIR RESTART. THE SUBSEQUENT DESCENT RESULTED IN CONTACT WITH TREES OFF THE END OF THE ARPT RWY. THE DESCENT WAS NOT ARRESTED AND THE ACFT STRUCK THE TERRAIN AND FLIPPED INVERTED. EXAMINATION OF THE ACFT'S LEFT ENG REVEALED FOREIGN CONTAMINATION OF THE FUEL CONTROL GOVERNOR PY AIR RESTRICTOR. STATIC TESTING REVEALED SIGNIFICANT MALFUNCTIONING AT THE IDLE AND MAX GOVERNING SPEED LIMITS.

Brief of Accident (Continued)

File No. - 874

5/19/85

PINE BLUFF, AR

A/C Reg. No. N575HC

Time (Lcl) - 1455 CDT

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

Finding(s)

1. FUEL SYSTEM, FUEL CONTROL - DISABLED
2. FUEL SYSTEM, FUEL CONTROL - CONTAMINATION
3. IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND
4. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

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) 5,6

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. - 929 5/21/85 HARRISON, AR

A/C Reg. No. N10GE

Time (Lcl) - 2015 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - CESSNA 501
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 11850
No. of Seats - 8

Eng Make/Model - P & W JT15D-1A
Number Engines - 2
Engine Type - TURBOJET
Rated Power - 2200 LBS THRUST

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 070/006 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR OVERCAST
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DUSK

Itinerary

Last Departure Point
POINT LOOKOUT, MO
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-LOCALIZER

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 53
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

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

Total	- 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-----

AT 2003 CDT, THE FLT WAS CLEARED FOR AN ILS LOCALIZER APCH TO RWY 36 AT THE HARRISON/BOON COUNTY ARPT. ABOUT 7 MIN LATER, THE AIRCREW REPORTED MAKING A MISSED APCH & THE FLT WAS CLEARED TO THE OUTER COMPASS LOCATOR FOR ANOTHER APCH. THE CREW ASKED THE HARRISON FSS SPECIALIST TO INCREASE THE INTENSITY OF THE APCH LIGHTS BECAUSE THEY DID NOT SEE THE ARPT UNTIL MID-FIELD; THE SPECIALIST COMPLIED. AT ABOUT 2015 CST, THE AIRCREW REPORTED INBOUND AT THE BAKKY INTERSECTION (OUTER MARKER). THE OUTER MARKER WAS LOCATED 4.7 MI SOUTH OF THE I-HRO LOCALIZER DME ON AN OUT BOUND HEADING OF 179 DEG. WHEN THE FLT DID NOT ARRIVE, A SEARCH WAS INITIATED. THE WRECKAGE WAS FOUND WHERE THE ACFT COLLIDED WITH A MOUNTAIN AT THE 1840' LEVEL ON A HDG OF 335 DEG, 3.5 MI WSW OF THE ARPT. THE CRASH SITE WAS ALSO LOCATED ALONG THE 179 DEG RADIAL OF THE HARRISON VOR, ROUGHLY THE SAME DISTANCE & DIRECTION FROM THE VOR AS THE OUTER MARKER WAS FROM THE LOCALIZER DME. THE ARPT WX WAS 500' OVERCAST, 2 MI VISIBILITY WITH FOG. ARPT ELEVATION - 1364' MSL.

Brief of Accident (Continued)

File No. - 929

5/21/85

HARRISON, AR

A/C Reg. No. N10GE

Time (Lc1) - 2015 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
 2. FLIGHT AND NAVIGATION INSTRUMENTS - IMPROPER USE OF - PILOT IN COMMAND
 3. IMPROPER USE OF FACILITY - PILOT IN COMMAND
 4. WEATHER CONDITION - LOW CEILING
 5. WEATHER CONDITION - RAIN
 6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

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

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

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. - 949 6/11/85 PARAGOULD,AR A/C Reg. No. N48523 Time (Lcl) - 1400 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

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

Aircraft Damage

DESTROYED

Fire
ON GROUND

Crew
Pass

Fatal
0
0

Injuries

Serious Minor
0 0
0 0

None
1
0

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

Make/Model - GRUMMAN G-164A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6075
No. of Seats - 1

Eng Make/Model - P&W R-1340AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
STANFORD,AR
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 - DIRT
Runway Status - DRY

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

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

Age - 27
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2700
Make/Model- 1500
Instrument- 0
Last 24 Hrs - 8
Last 30 Days- UNK/NR
Last 90 Days- 100

Instrument Rating(s) - NONE

-----Narrative-----

PILOT WAS SEEDING RICE WHEN THE ENGINE FAILED. PILOT ATTEMPTED FORCED LANDING ON GRAVEL ROAD AND IMPACTED A UTILITY POLE BEFORE TOUCHDOWN. ACFT DESTROYED BY IMPACT AND POST IMPACT FIRE. THE REASON FOR THE ENGINE FAILURE COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 949

6/11/85

PARAGOULD, AR

A/C Reg. No. N48523

Time (Lc1) - 1400 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. OBJECT - UTILITY POLE
-

Occurrence #4 FIRE/EXPLOSION
Phase of Operation LANDING

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 985 7/13/85 EARLE,AR A/C Reg. No. N1391M Time (Lcl) - 1000 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew Pass
NONE 0 0

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

Make/Model - BOEING A75N1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2717
No. of Seats - 2

Eng Make/Model - LYCOMING R680
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 215 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 240/008 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

PARKIN,AR

Destination

SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - DRY

HIGH VEGETATION

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 71

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - A75N1

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 4000

Make/Model- 300

Instrument- 400

Multi-Eng - 1000

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 21

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTS THAT THE PROPELLER RAN AWAY WHEN THE ACFT WAS AT 75 FT AGL ON FINAL APCH FOR LANDING AT A PVT AIRSTRIP. THE PLT SAID HE WAS TO LOW TO CORRECT THE PROPELLER MALFUNCTION AND WAS FORCED TO LAND IN A BEAN FIELD ADJACENT TO THE STRIP. AN FAA INSPECTOR EXAMINED THE PROPELLER AFTER THE ACFT AND OBSERVED DAMAGE TO THE LOW PITCH STOPS; HOWEVER THE INSPECTOR COULD NOT DETERMINE WHAT DAMAGE OCCURRED BEFORE THE ACFT AND WHAT DAMAGE OCCURRED DURING THE ACFT.

Brief of Accident (Continued)

File No. - 985

7/13/85

EARLE, AR

A/C Reg. No. N1391M

Time (Lcl) - 1000 CDT

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES - OVERSPEED

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

Finding(s)

2. PLANNED APPROACH - POOR - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - CROP

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 825 4/06/85 TUCSON,AZ A/C Reg. No. N4331N Time (Lcl) - 1130 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

	Fatal	Serious	Minor	None
	0	0	0	2
	0	0	0	1

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

Make/Model - CESSNA 195
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3350
No. of Seats - 5

Eng Make/Model - JACOBS R-755-9
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 245 HP

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

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

Weather Data

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

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

RYAN FIELD
Runway Ident - 06
Runway Lth/Wid - 5500/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI
SE LAND,ME LAND

Age - 63

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 21980	Last 24 Hrs	- 2
Make/Model-	201	Last 30 Days-	UNK/NR
Instrument-	916	Last 90 Days-	158
Multi-Eng	- 6362		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT LOST CONTROL & GROUND LOOPED THE ACFT DURING ROLLOUT FROM THE FIFTH LANDING WHILE PRACTICING FOR HIS BFR. THE CFI REPORTED THAT THE ACCIDENT MIGHT HAVE BEEN PREVENTED HAD HE BEEN MORE ATTENTIVE AND/OR PROVIDED BETTER SUPERVISION.

Brief of Accident (Continued)

File No. - 825

4/06/85

TUCSON, AZ

A/C Reg. No. N4331N

Time (Lc1) - 1130 MST

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

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - DUAL STUDENT
2. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
3. GROUND LOOP/SWERVE - UNCONTROLLED - DUAL STUDENT
4. REMEDIAL ACTION - DELAYED - FLIGHT INSTRUCTOR(ON GROUND)
5. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)

-----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. - 826 4/18/85 WHITE MOUNTAIN, AZ A/C Reg. No. N2497U Time (Lcl) - 1117 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA T210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4000
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 270/020 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1000 FT OVERCAST
Obstructions to Vision- UNK/NR
Precipitation - FREEZING RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ALBUQUERQUE, NM
Destination
SCOTTSDALE, AZ

Airport Proximity
UNK/NR

Airport Data

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

ATC/Airspace

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

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

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

Age - 56
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - T210N

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1078
Make/Model- 77
Instrument- 97
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 18

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CRUISING AT 12,000 FT MSL, THE ACFT BEGAN PICKING UP ICE. THE PLT CONTINUED FLYING TOWARD HIS INTENDED DESTINATION & CLIMBED TO 14,000 FT MSL. THE ACFT'S WINDSHIELD COMPLETELY ICED OVER. THE PLT LOST CONTROL OF THE ACFT & IT WENT INTO AN UNCONTROLLED DESCENT DURING WHICH TIME TWO PENCILS CAME OUT OF THE PLT'S POCKET & REPORTEDLY "FLEW UP TO THE WINDSHIELD." THE ACFT'S AIRSPEED EXCEEDED REDLINE DURING THE DESCENT. THE PLT REGAINED CONTROL AT ABOUT 7500 FT MSL WHEN THE ACFT DESCENDED THROUGH THE CLOUD BASE. THE PLT LANDED WITHOUT FURTHER MISHAP AT A NEARBY ARPT. EXAM OF THE ACFT REVEALED THAT ITS RUDDER WAS PARTIALLY RIPPED FROM ITS HINGE & THE VERTICAL STABILIZER WAS TWISTED.

Brief of Accident (Continued)

File No. - 826

4/18/85

WHITE MOUNTAIN,AZ

A/C Reg. No. N2497U

Time (Lcl) - 1117 MST

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

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
2. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND

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

Finding(s)

6. FLIGHT CONTROL SURFACES/ATTACHMENTS - ICE
7. AIRCRAFT PERFORMANCE - DETERIORATED

Occurrence #3 ALTITUDE DEVIATION,UNCONTROLLED
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. DESCENT - UNCONTROLLED - PILOT IN COMMAND
9. AIRSPEED(VMO) - EXCEEDED - PILOT IN COMMAND
10. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
11. FLIGHT CONTROL, RUDDER - BENT
12. FLIGHT CONTROL, RUDDER - SEPARATION
13. VERTICAL STABILIZER SURFACE - BENT
14. VERTICAL STABILIZER SURFACE - DISTORTED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,9

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. - 805 5/13/85 MESA, AZ

A/C Reg. No. N4661V

Time (Lcl) - 1943 MST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - CESSNA T303
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5150
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-AE
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 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- 210/005 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
SCOTTSDALE, AZ
Destination
MESA, AZ

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

FALCON FLD.
Runway Ident - 22R
Runway Lth/Wid - 3800/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 35
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2665 Last 24 Hrs - 3
Make/Model- 32 Last 30 Days- UNK/NR
Instrument- 492 Last 90 Days- 45
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT TOOK OFF FROM SCOTTSDALE AT 1934 MST FOR A 13 NM FLT TO REPOSITION THE ACFT TO HOME BASE. WITHIN MINUTES THE PLT ADVISED ATC THAT HE WAS 6 MI OUT WITH MINIMUM FUEL AND REQUESTED NO DELAY. HE THEN ASKED FOR CLEARANCE TO RWY 22R AND WAS CLEARED TO LAND ON RWY 22R, AT 1943 MST THE PLT ADVISED THE TWR THAT HE WAS NOT GOING TO MAKE THE RWY. BOTH ENGS HAD STOPPED DUE TO FUEL EXHAUSTION AND THE PLT MADE A FORCED LANDING 1/4 MILE FROM THE APCH END OF RWY 22R IN A LEVEL DIRT AREA. THE PLT REPORTED THE ACFT CONTAINED 120 LBS OF FUEL UPON DEPARTURE FROM SCOTTSDALE AND NO LOW FUEL WARNING WAS RECEIVED. THE PLT'S OPERATING HANDBOOK STATES THE LOW FUEL WARNING LIGHT SHOULD ILLUMINATE WHEN THERE IS LESS THAN 60 GALLONS OF FUEL IN EITHER TANK OR WHEN THERE IS LESS THAN 120 GALLONS TOTAL FUEL ON BOARD. THE MANUAL ALSO STATED THE ACFT BURNS 170 GPH AT 70 PERCENT POWER.

Brief of Accident (Continued)

File No. - 805

5/13/85

MESA,AZ

A/C Reg. No. N4661V

Time (Lcl) - 1943 MST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - OPEN FIELD
 5. LIGHT CONDITION - DUSK
-

----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. - 924 6/21/85 GLENDALE, AZ A/C Reg. No. N52789 Time (Lcl) - 2000 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	1	1
Accident Occurred During -LANDING					

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

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point CHANDLER, AZ	
Method - N/A	Destination SAME AS ACC/INC	Airport Data GLENDALE MUNI
Completeness - N/A		Runway Ident - 17
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 2400/ 50
Wind Dir/Speed- CALM	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 20.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - TRAFFIC PATTERN FULL STOP	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 120
SE LAND	Months Since - 12	Last 24 Hrs - 1
	Aircraft Type - 172	Make/Model- 120
		Last 30 Days- 1
		Instrument- UNK/NR
		Last 90 Days- 1
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE PLT REALIZED HE WAS LOW DURING FINAL APCH TO A LANDING, HE ERRONEOUSLY DECIDED NOT TO USE FULL FLAPS INSTEAD OF ADDING POWER, VREF WAS HIGH AND THE LANDING WAS 3/4 OF THE WAY DOWN THE 2400 FT RWY. BELIEVING HE HAD SUFFICIENT ROOM TO TAKEOFF AGAIN, FULL POWER WAS ADDED, BUT THE CLOSE PROXIMITY OF POWER LINES OFF THE DEPARTURE END OF THE RWY INFLUENCED THE PLT TO ABORT THE GO AROUND. THE ACFT WENT OFF THE END OF THE RWY AND WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 924

6/21/85

GLENDALE,AZ

A/C Reg. No. N52789

Time (Lc1) - 2000 MST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. AIRSPEED(VREF) - EXCESSIVE - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND
4. GO-AROUND - DELAYED - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - AIRPORT FACILITY

-----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. - 960 1/16/85 RIVERSIDE,CA A/C Reg. No. N6020P Time (Lcl) - 0750 PST

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

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

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

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

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- TELEPHONE	RIVERSIDE,CA			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	SANTA MARIA,CA		RIVERSIDE	
Wind Dir/Speed	- 360/016 KTS	ATC/Airspace		Runway Ident	- 34
Visibility	- 65.0 SM	Type of Flight Plan	- VFR	Runway Lth/Wid	- 2850/ 50
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 - 35	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,ATP,CFI	Current - YES	Total - 2480	Last 24 Hrs - 4
SE LAND,ME LAND	Months Since - 4	Make/Model- 160	Last 30 Days- 50
	Aircraft Type - 28	Instrument- 139	Last 90 Days- 120
		Multi-Eng - 490	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AN ABORTED TAKEOFF WAS ATTEMPTED BY THE PLT WHEN THE ACFT FAILED TO SUSTAIN FLIGHT. HE LANDED ON THE SIDE OF THE RUNWAY WITH ONE WHEEL IN THE GRASS AND REALIZED TOO LATE THAT NORMAL BRAKING WAS NOT SUFFICIENT TO STOP THE LANDING ROLL BEFORE THE ACFT WENT OVER AN EMBANKMENT AND STRUCK A HIDDEN CONCRETE PIPE. A WINDSHIFT HAD JUST OCCURRED & THERE WERE REPORTS OF TURBULENCE & WINDSHEAR AROUND THE ARPT. THE PLT NOTED A QUARTERING TAILWIND PARTWAY DOWN THE RWY. AN EARLIER TAKEOFF HAD ALSO BEEN ABORTED BY THE PLT, WHO RETURNED TO THE FBO & REQUESTED AN ACFT WITH MORE PWR. WHEN THE REQUEST WAS NOT HONORED HE ACCEPTED A SECOND ACFT OF THE SAME TYPE, WHICH HAD EARLIER FAILED TO SUSTAIN FLIGHT.

Brief of Accident (Continued)

File No. - 960

1/16/85

RIVERSIDE, CA

A/C Reg. No. N6020P

Time (Lcl) - 0750 PST

Occurrence #1 FORCED LANDING
Phase of Operation LANDING

Finding(s)

1. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - INADEQUATE
 2. WEATHER CONDITION - UNFAVORABLE WIND
-

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

Finding(s)

3. OBJECT - OBJECT
 4. JUDGEMENT - POOR - PILOT IN COMMAND
 5. ABORTED TAKEOFF - ATTEMPTED - PILOT IN COMMAND
 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 7. 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) 2,3,7

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. - 836 1/27/85 IRWINDALE, CA A/C Reg. No. N65599 Time (Lcl) - 1541 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
ON GROUND

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

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
EL MONTE, CA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 21
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 307 Last 24 Hrs - 1
Make/Model- 100 Last 30 Days- 14
Instrument- 68 Last 90 Days- 82
Multi-Eng - 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A CESSNA 120, N9058Y, & A CESSNA 152, N65599, COLLIDED IN MIDAIR IN THE PRACTICE AREA FOR EL MONTE, CA. ARPT. THE TWO AIRCRAFT HAD DEPARTED THE CONTROLLED ARPT WITHIN THREE MINUTES OF EACH OTHER. BOTH HAD ONE INSTRUCTOR & ONE STUDENT ABOARD. THE CESSNA 152 WAS STILL OUTBOUND IN A NORTHERLY DIRECTION & THE CESSNA 120 HAD CALLED THE TOWER FOR LANDING INSTRUCTIONS WHEN THE COLLISION OCCURRED. THE CESSNA 120 BROKE UP IN FLIGHT & INJURIES WERE FATAL TO BOTH PLTS. THE CESSNA 152 MADE A SUCCESSFUL EMERGENCY LNDG. ACCORDING TO THE INSTRUCTOR & STUDENT IN THE CESSNA 152 THE ACFT WAS LVL AT 2000 FT MSL, HAD JUST COMPLETED A LEFT TURN & WAS ABOUT TO BE IN A RIGHT TURN WHEN THE STUDENT, FROM THE LEFT SEAT, SAW ANOTHER ACFT IN HIS EXTREME RIGHT FIELD OF VISION, APPARENTLY FROM ABOVE. THE WINDSHIELD OF THE CESSNA 152 WAS SHATTERED BY THE EMPENNAGE OF THE CESSNA 120, WHICH SEPARATED IN FLIGHT. THE INSTRUCTOR IN THE CESSNA 152 WAS A NEW INSTRUCTOR & NEW TO THE AREA. TWO VETERAN PLTS WERE ABOARD THE CESSNA 120, WITH ONE CHECKING OUT IN HIS NEWLY PURCHASED ACFT.

Brief of Accident (Continued)

File No. - 836

1/27/85

IRWINDALE,CA

A/C Reg. No. N65599

Time (Lc1) - 1541 PST

Occurrence #1 MIDAIR COLLISION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

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

Finding(s)

3. OBJECT - FENCE

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

Occurrence #4 NOSE DOWN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH

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

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

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. - 836 1/27/85 IRWINDALE, CA A/C Reg. No. N9058Y Time (Lcl) - 1541 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - CESSNA 120
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
EL MONTE, CA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 46
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - PA-28

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- 4500	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A CESSNA 120, N9058Y, & A CESSNA 152, N65599, COLLIDED IN MIDAIR IN THE PRACTICE AREA FOR EL MONTE, CA. ARPT. THE TWO AIRCRAFT HAD DEPARTED THE CONTROLLED ARPT WITHIN THREE MINUTES OF EACH OTHER. BOTH HAD ONE INSTRUCTOR & ONE STUDENT ABOARD. THE CESSNA 152 WAS STILL OUTBOUND IN A NORTHERLY DIRECTION & THE CESSNA 120 HAD CALLED THE TOWER FOR LANDING INSTRUCTIONS WHEN THE COLLISION OCCURRED. THE CESSNA 120 BROKE UP IN FLIGHT & INJURIES WERE FATAL TO BOTH PLTS. THE CESSNA 152 MADE A SUCCESSFUL EMERGENCY LNDG. ACCORDING TO THE INSTRUCTOR & STUDENT IN THE CESSNA 152 THE ACFT WAS LVL AT 2000 FT MSL, HAD JUST COMPLETED A LEFT TURN & WAS ABOUT TO BE IN A RIGHT TURN WHEN THE STUDENT, FROM THE LEFT SEAT, SAW ANOTHER ACFT IN HIS EXTREME RIGHT FIELD OF VISION, APPARENTLY FROM ABOVE. THE WINDSHIELD OF THE CESSNA 152 WAS SHATTERED BY THE EMPENNAGE OF THE CESSNA 120, WHICH SEPARATED IN FLIGHT. THE INSTRUCTOR IN THE CESSNA 152 WAS A NEW INSTRUCTOR & NEW TO THE AREA. TWO VETERAN PLTS WERE ABOARD THE CESSNA 120, WITH ONE CHECKING OUT IN HIS NEWLY PURCHASED ACFT.

Brief of Accident (Continued)

File No. - 836

1/27/85

IRWINDALE, CA

A/C Reg. No. N9058Y

Time (Lcl) - 1541 PST

Occurrence #1 MIDAIR COLLISION

Phase of Operation DESCENT - NORMAL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

Occurrence #3 LOSS OF CONTROL - IN FLIGHT

Phase of Operation DESCENT - NORMAL

Finding(s)

3. WING, SPAR - FAILURE, TOTAL
4. FLIGHT CONTROL, ELEVATOR - SEPARATION
5. FLIGHT CONTROL, RUDDER - SEPARATION

-----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. - 839 2/01/85 WOODSIDE, CA A/C Reg. No. N8345Y Time (Lc1) - UNK/NR

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2325
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D36
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 - UNK/NR
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAN CARLOS, CA
Destination
SAN CARLOS, 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 - VFR
Type Apch/Lndg - NONE

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

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

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

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

Total	-	104	Last 24 Hrs -	1
Make/Model-	5		Last 30 Days-	6
Instrument-	0		Last 90 Days-	15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DEPARTED SAN CARLOS FOR A 12 NM X-COUNTRY TO HALF MOON BAY, CA, WITH A RETURN LEG TO SAN CARLOS. IT IS NOT KNOWN WHETHER OR NOT THE FLT ARRIVED AT HALF MOON BAY. THE ACFT CRASHED IN REMOTE MOUNTAINOUS TERRAIN APRX 4 NM WEST OF THE WOODSIDE VOR WHICH IS LOCATED SOUTH OF THE SAN CARLOS ARPT. WITNESSES IN THE AREA STATED THAT THE TERRAIN WAS OBSCURED BY LOW CLOUDS AND RAIN ON THE EVENING OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 839

2/01/85

WOODSIDE, CA

A/C Reg. No. N8345Y

Time (Lc1) - UNK/NR

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation UNKNOWN

Finding(s)

1. WEATHER CONDITION - OBSCURATION
2. TERRAIN CONDITION - HIGH TERRAIN
3. LIGHT CONDITION - DARK NIGHT
4. VFR FLIGHT INTO IMC - ATTEMPTED - 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) 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. - 835 2/09/85 CORONA, CA A/C Reg. No. N8898 Time (Lcl) - 1530 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
NONE

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

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

Make/Model - PIPER PA-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-A4C5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 210/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 5000 FT
Lowest Ceiling - 5000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CORONA, CA
Destination
TORRANCE, CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

CORONA MUNI
Runway Ident - 25
Runway Lth/Wid - 3200/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 52
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - PA-24

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

Total	- 1602	Last 24 Hrs	- UNK/NR
Make/Model-	150	Last 30 Days-	UNK/NR
Instrument-	145	Last 90 Days-	UNK/NR
Multi-Eng -	60	Rotorcraft -	11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER REFUELING, THE ACFT TOOK OFF & LOST PWR AT 150 FT TO 200 FT AGL. THE ACFT STRUCK TREES WHILE IN A STEEPENING LEFT BANK & CRASHED IN AN OPEN FIELD ADJACENT TO THE ARPT. NO CONTAMINANTS OR WATER WERE FOUND EITHER IN THE ACFT'S FUEL SYSTEM OR IN THE FUEL SOURCE. CONTINUITY WAS ASCERTAINED FOR FLIGHT CONTROLS, THE ENGINE, THE ELECTRICAL SYSTEMS AND THE FUEL SYSTEM. THE CARBURETOR WAS FRACTURED. THE FUEL SELECTOR WAS FOUND ON THE RIGHT TANK BUT AN IMPRINT OF THE POINTER WAS FOUND IN THE "OFF" POSITION. THE PLT HAD NO MEMORY BEYOND REFUELING. TESTS CONDUCTED IN A SIMILAR ACFT WITH THE FUEL SELECTOR IN THE "OFF" POSITION WERE INCONCLUSIVE.

Brief of Accident (Continued)

File No. - 835

2/09/85

CORONA, CA

A/C Reg. No. N8898

Time (Lc1) - 1530 PST

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

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

2. OBJECT - TREE(S)
3. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

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

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

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. - 830 3/05/85 BLYTHE, CA A/C Reg. No. N844TH Time (Lcl) - 1422 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - BOEING B75-N1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3200
No. of Seats - 2

Eng Make/Model - P&W R-985-14B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 30.0 SM
Lowest Sky/Clouds - 20000 FT SCATTERED
Lowest Ceiling - 25000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CASA GRANDE, AZ
Destination
BLYTHE, CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

BLYTHE
Runway Ident - 26
Runway Lth/Wid - 6562/ 150
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 - 12
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 600	Last 24 Hrs	- UNK/NR
Make/Model-	36	Last 30 Days-	75
Instrument-	12	Last 90 Days-	75

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING ROLL THE LEFT GEAR COLLAPSED & THE ACFT GROUND LOOPED. EXAM OF THE LEFT GEAR STRUT REVEALED PRESENCE OF A PREEXISTING CRACK. THE CRACK WAS LOCATED INSIDE THE GEAR CASTING & IT WAS NOT VISIBLE DURING PREFLIGHT INSPECTIONS. THE ACFT REPORTEDLY HAD BEEN USED IN AGRICULTURAL OPERATIONS BEFORE BEING ACQUIRED BY ITS PRESENT OWNER.

Brief of Accident (Continued)

File No. - 830

3/05/85

BLYTHE,CA

A/C Reg. No. N844TH

Time (Lcl) - 1422 PST

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

Finding(s)

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

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

Finding(s)

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

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. - 829 3/16/85 APPLE VALLEY, CA A/C Reg. No. N1359W Time (Lcl) - 1300 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

NONE
Fire
NONE

Crew
Pass
Other

Fatal
0
0
0

Injuries

Serious
0
0
1

Minor
0
0
0

None
1
0
0

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

Make/Model - MOONEY M20C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2575
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 - UNK/NR
Stall Warning System - YES

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

Weather Data

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

Itinerary

Last Departure Point
BURBANK, CA
Destination
APPLE VALLEY, CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

APPLE VALLEY
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 3040
Last 24 Hrs - UNK/NR
Make/Model- 7
Last 30 Days- 2
Instrument- 200
Last 90 Days- 5
Multi-Eng - 1480

Instrument Rating(s) - AIRPLANE

-----Narrative-----

UPON LANDING & TAXIING OFF THE RWY THE ATP CERTIFICATED PLT WAS UNABLE TO LOCATE THE DESIRED ACFT HANGAR IN WHICH THE ACFT WAS TO BE PARKED. THE PLT & HIS 15-YEAR-OLD PAX OBSERVED A BYSTANDER NEAR THEIR ACFT. THE PLT DIRECTED THE PAX TO EXIT THE ACFT & ASK THE BYSTANDER WHERE THE HANGAR WAS LOCATED. THE PLT FAILED TO SHUT DOWN THE ENGINE. THE PAX REPORTED HE EXITED THE ACFT AND WALKED TOWARD THE BYSTANDER USING THE MOST DIRECT ROUTE BECAUSE THE BYSTANDER WAS PREPARING TO ENTER ANOTHER ACFT. THE PAX WALKED ON THE WING, AROUND THE DOOR AND JUMPED OFF THE LEADING EDGE OF THE RIGHT WING STRIKING THE WINDMILLING PROPELLER. THE PAX REPORTED THE PLT FAILED TO BRIEF HIM ON THE PROPER WAY TO ENTER AND EXIT THE ACFT.

Brief of Accident (Continued)

File No. - 829

3/16/85

APPLE VALLEY, CA

A/C Reg. No. N1359W

Time (Lc1) - 1300 PST

Occurrence PROPELLER/ROTOR CONTACT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. PASSENGER BRIEFING - NOT PERFORMED - PILOT IN COMMAND
2. CLEARANCE - NOT MAINTAINED - OTHER PERSON

----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. - 838 3/31/85 ANZA, CA

A/C Reg. No. N738UZ

Time (Lc1) - 0925 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

-----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- 120/001 KTS
Visibility - 65.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CORONA, CA
Destination
ANZA, CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

LAKE RIVERSIDE
Runway Ident - 28
Runway Lth/Wid - 3200/ 100
Runway Surface - DIRT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 25
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)
Total - 227
Make/Model- 30
Instrument- 8
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 48

Instrument Rating(s) - NONE

-----Narrative-----

AFTER MAKING TWO PREVIOUS TAKEOFFS AND ONE LANDING IN AN OVERLOADED AIRPLANE THE PILOT LANDED ABOUT 1000 FEET DOWN A 3200 FOOT RUNWAY. WHEN THE AIRCRAFT FAILED TO DECELERATE QUICKLY ENOUGH AND THE PILOT ATTEMPTED A GO-AROUND TOWARD RISING TERRAIN. THE AIRCRAFT FAILED TO OUT CLIMB THE TERRAIN AND THE PILOT INITIATED AN OFF AIRPORT LANDING. THE AIRCRAFT IMPACTED A FENCE, DIRT BANK AND NOSED OVER ON ITS BACK. DENSITY ALTITUDE AT THE ACCIDENT SITE AT THE TIME WAS 3400 FT MSL.

Brief of Accident (Continued)

File No. - 838

3/31/85

ANZA, CA

A/C Reg. No. N738UZ

Time (Lcl) - 0925 PST

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

Finding(s)

1. OBJECT - FENCE
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - DELAYED - PILOT IN COMMAND
6. WEATHER CONDITION - HIGH DENSITY ALTITUDE
7. AIRCRAFT PERFORMANCE - DETERIORATED
8. IMPROPER DECISION, TOTAL - PILOT IN COMMAND

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

Finding(s)

9. TERRAIN CONDITION - DIRT BANK

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 998 3/31/85 PORTERVILLE, CA A/C Reg. No. N43504 Time (Lc1) - 1255 PST

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

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

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

Make/Model - PIPER PA28-236	Eng Make/Model - LYCOMING O-540-J3A5D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SANTA MONICA, CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	PORTERVILLE, CA	PORTERVILLE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 30
Visibility - 70.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 6000/ 146
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - CONCRETE
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 - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 688
	Months Since - N/A	Make/Model- 698
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 20
		Last 30 Days- UNK/NR
		Last 90 Days- 349

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON FINAL APCH TO RWY 30 AT PORTERVILLE ARPT, AND AS THE ACFT FLARED FOR LANDING, THE LEFT WHEEL AND LEFT WING TOUCHED THE RWY, AND THE ACFT BOUNCED INTO THE AIR, STALLED, AND CRASHED JUST LEFT OF THE RWY. THE PLT STATED, "A GUST OF WIND PITCHED THE NOSE UP, I APPLIED FULL POWER BUT THE AIRCRAFT WOULD NOT ACCELERATE. THE NOSE STAYED HIGH AND THE AIRCRAFT STARTED A LEFT WING LOW ROLL. THE AIRCRAFT BOUNCED OFF THE RUNWAY INTO THE AIR, THEN SETTLED BACK TO THE GROUND, COMING TO REST IN THE GRASS OFF THE RUNWAY."

Brief of Accident (Continued)

File No. - 998

3/31/85

PORTERVILLE, CA

A/C Reg. No. N43504

Time (Lc1) - 1255 PST

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. - IMPROPER - PILOT IN COMMAND
 3. WEATHER CONDITION - UNFAVORABLE WIND
-

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

Finding(s)

4. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 828 4/08/85 SANTA BARBARA, CA A/C Reg. No. N6099P Time (Lc1) - 1440 PST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
DESTROYED

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

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

Crew
Pass
NONE

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

Make/Model - CESSNA P210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

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

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

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

Weather Data

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

Itinerary

Last Departure Point
SANTA BARBARA, CA
Destination
RICHVALE, CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SANTA BARBARA MUNI
Runway Ident - 15L
Runway Lth/Wid - 4179/ 75
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed- 210/006 KTS

Visibility - 2.000 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 400 FT OVERCAST

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND
HELICOPTER

Age - 51

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 25000	Last 24 Hrs -	2
Make/Model-	800	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	20
		Rotorcraft -	5000

Instrument Rating(s) - NONE

-----Narrative-----

AFTER RECEIVING A SPECIAL VFR CLEARANCE TO DEPART THE CONTROL ZONE TO THE NORTHEAST THE NON-INSTRUMENT RATED PLT TOOK OFF ON A SOUTHEASTERLY HEADING OVER THE WATER UNDER LOW CEILINGS AND IN LOW VISIBILITY. A CONTROLLER OBSERVED THE ACFT START A RIGHT TURN AFTER TAKEOFF THEN ROLL LEFT INTO A LEFT TURN. ANOTHER CONTROLLER OBSERVED THE ACFT'S RADAR TARGET CLIMB TO 600 FT THEN DESCEND TO 500 FT BEFORE DISAPPEARING OFF THE SCOPE APRX 1 MILE SOUTH OF THE ARPT. TWO GROUND WITNESSES OBSERVED THE ACFT IMPACT THE WATER AFTER DESCENDING OUT OF THE CLOUDS.

Brief of Accident (Continued)

File No. - 828

4/08/85

SANTA BARBARA, CA

A/C Reg. No. N6099P

Time (Lc1) - 1440 PST

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

Finding(s)

1. WEATHER CONDITION - HAZE
2. WEATHER CONDITION - LOW CEILING
3. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
4. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
5. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND

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

Finding(s)

6. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

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

Finding(s)

9. TERRAIN CONDITION - WATER, GLASSY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 827 4/13/85 LOWER LAKE, CA A/C Reg. No. N4544L Time (Lcl) - 1447 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - SEDERBERG BENSEN B-8M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 600
No. of Seats - 1

Eng Make/Model - MC CULLOCH 100-13
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 90 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
LOWER LAKE, CA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PEARCE FLD
Runway Ident - 30
Runway Lth/Wid - 2485/ 50
Runway Surface - DIRT
Runway Status - HIGH VEGETATION

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

GYROPLANE

Age - 41

Biennial Flight Review

Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 82	Last 24 Hrs	- 8
Make/Model-	82	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR
		Rotorcraft	- 82

Instrument Rating(s) - NONE

-----Narrative-----

FOLLOWING A NORMAL TAKEOFF WITH THE FUEL TANK ONE-HALF FULL, THE ACFT CLIMBED TO 1000 FT AGL AT WHICH TIME ENGINE PWR WAS GRADUALLY LOST. A GRND WITNESS REPORTED HEARING THE ENG SPUTTER OR MISS. THE PLT ATTEMPTED TO RETURN TO THE ARPT BUT HAD INSUFFICIENT ALTITUDE AND THE ACFT COLLIDED WITH A 50 TO 60 FT TALL TREE. THE REASON FOR THE LOSS OF ENG PWR IS UNKNOWN. THE PLT WAS THE BUILDER OF THE EXPERIMENTAL ACFT & HAD JUST REINSTALLED THE ENG PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 827

4/13/85

LOWER LAKE, CA

A/C Reg. No. N4544L

Time (Lcl) - 1447 PST

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)
2. OBJECT - TREE(S)
3. OBJECT - FENCE

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 851 5/11/85 PACOIMA, CA A/C Reg. No. N4378N Time (Lcl) - 1200 PDT

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

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

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

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 130/005 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 3500 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SANTA PAULA, 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 - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data WHITEMAN</p> <p>Runway Ident - 12</p> <p>Runway Lth/Wid - 3725/ 40</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 53</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 14</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 541</p> <p>Make/Model- 26</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 37</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

PLT ATTEMPTED A NO-FLAP LANDING DURING WHICH EXCESSIVE AIRSPEED WAS USED. THE ACFT DRIFTED OFF THE RIGHT SIDE OF THE RWY DURING THE FLARE AND SUBSEQUENTLY TOUCHED DOWN IN SOFT TERRAIN. WHILE BRAKING DIRECTIONAL CONTROL WAS LOST AND THE ACFT COLLIDED WITH A FENCE.

Brief of Accident (Continued)

File No. - 851

5/11/85

PACOIMA, CA

A/C Reg. No. N4378N

Time (Lcl) - 1200 PDT

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

Finding(s)

1. TERRAIN CONDITION - SOFT
2. AIRSPEED(VREF) - EXCESSIVE - PILOT IN COMMAND
3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - FENCE

----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. - 834 5/26/85 MOORPARK, CA A/C Reg. No. N80970 Time (Lcl) - 1815 PDT

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

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

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

Make/Model - GLOBE GC-1B	Eng Make/Model - CONTINENTAL C-142-2	ELT Installed/Activated - YES/YES
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	OXNARD, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 250/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 1000 FT SCATTERED	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 - 32	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 285
SE LAND	Months Since - 20	Make/Model- 55
	Aircraft Type - PA-28	Instrument- 3
		Last 24 Hrs - 2
		Last 30 Days- 12
		Last 90 Days- 38

Instrument Rating(s) - NONE

-----Narrative-----

ACFT CRASHED WHILE BEING MANEUVERED IN A CANYON. POST CRASH INSPECTION OF THE PROPELLER REVEALED NO EVIDENCE OF ROTATION AT IMPACT. ONE-HALF GAL OF AUTOMOTIVE FUEL WAS FOUND IN THE LEFT WING TANK AND NO FUEL WAS FOUND IN THE RIGHT WING TANK. SOME FUEL LINES WERE BROKEN AT THE CENTER WING AREA WHICH WOULD HAVE ALLOWED SOME LEAKAGE AFTER THE ACCIDENT, HOWEVER, THERE WAS NO EVIDENCE OF EXTREME AMOUNTS OF FUEL SPILLAGE IN AND AROUND THE ACFT. THE ENGINE WAS RUN TO FULL POWER AFTER THE ACCIDENT WITH NO EVIDENCE OF MECHANICAL FAILURE. THE ACFT'S FUEL VALVE WAS FOUND BETWEEN THE OFF AND ON POSITIONS, WHICH DID NOT ALLOW FUEL TO FLOW THROUGH IT, HOWEVER, THERE WAS EVIDENCE OF IMPACT DAMAGE TO THE VALVE. THE ACFT'S FUEL GAGE STILL READ ONE QUARTER FULL AFTER THE CRASH WITH NO FUEL IN THE ACFT.

Brief of Accident (Continued)

File No. - 834

5/26/85

MOORPARK,CA

A/C Reg. No. N80970

Time (Lcl) - 1815 PDT

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

Finding(s)

1. ALTITUDE - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. TERRAIN CONDITION - UPHILL

-----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) 1,2,3,4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 859 6/09/85 BIGGS,CA A/C Reg. No. N363Y Time (Lcl) - 1000 PDT

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

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

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

Make/Model - GRUMMAN G-164	Eng Make/Model - P&W R-985-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	OFF AIRPORT/STRIP
Method - N/A	BIGGS,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 350/010 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 - HIGH VEGETATION
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 16500
SE LAND	Months Since - 3	Last 24 Hrs - 8
	Aircraft Type - UNK/NR	Make/Model- 16002
		Instrument- 20
		Last 30 Days- UNK/NR
		Last 90 Days- 120

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHILE LOADING THE ACFT WITH SPRAY MIX HE LOOKED AT HIS FUEL QUANTITY GAGE AND BELIEVED HE HAD ENOUGH FUEL FOR ONE MORE AERIAL APPLICATION FLT. THE PLT CONTINUED TO STATE THAT SHORTLY AFTER LIFTOFF THE ENGINE QUIT AND A FORCED LANDING WAS ACCOMPLISHED IN A WHEAT FLD. 360 FT AFTER TOUCHDOWN THE ACFT HIT A DRAINAGE DITCH AND WAS SUBSTANTIALLY DAMAGED. POST ACCIDENT EXAMINATION OF THE ACFT REVEALED THAT THE FUEL TANK WAS EMPTY. THE PLT STATED ON HIS REPORT TO THE NTSB THAT HE BELIEVED THE FUEL GAGE HAD STUCK, GIVING HIM A FALSE INDICATION.

Brief of Accident (Continued)

File No. - 859

6/09/85

BIGGS,CA

A/C Reg. No. N363Y

Time (Lc1) - 1000 PDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
 4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DITCH
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 856 6/11/85 UPLAND, CA A/C Reg. No. N6225R Time (Lcl) - 1800 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

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

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

Make/Model - CESSNA 172RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-F1A6
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 250/011 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

CABLE AIRPORT
Runway Ident - 24
Runway Lth/Wid - 3785/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 40
Biennial Flight Review
Current - YES
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 352 Last 24 Hrs - 2
Make/Model- 32 Last 30 Days- UNK/NR
Instrument- 18 Last 90 Days- 8
Multi-Eng - 192

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT ON THE FLT PRIOR TO THE ACCIDENT HE FELT A SLIGHT PULL TO THE RIGHT AS HE APPLIED BRAKES. ON THE NEXT FLT HE TOUCHED DOWN NORMALLY, LOWERED THE NOSE AND LIGHTLY APPLIED BRAKES. THE PULL TO THE RIGHT WAS MORE SEVERE THIS TIME. HE APPLIED LEFT RUDDER THEN INCREASED ENGINE PWR TO STRAIGHTEN OUT, BUT THE ACFT DEPARTED THE RWY AT A 20 DEG ANGLE. THE PLT THEN REALIZED THAT HE WAS OUT OF CONTROL AND CUT PWR JUST PRIOR TO COLLISION WITH ANOTHER ACFT AND A HANGAR. A POST-ACCIDENT INSPECTION OF THE BRAKE SYSTEM REVEALED NO IRREGULARITIES. A RETIRED FAA OPERATIONS INSPECTOR THAT FLEW THE ACFT SEVERAL DAYS PRIOR TO THE ACCIDENT STATED THAT HE NOTICED NOTHING WRONG WITH THE BRAKES AT THAT TIME.

Brief of Accident (Continued)

File No. - 856

6/11/85

UPLAND, CA

A/C Reg. No. N6225R

Time (Lc1) - 1800 PDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND
-

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

Finding(s)

3. OBJECT - AIRCRAFT PARKED
 4. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
 5. OBJECT - AIRPORT FACILITY
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 855 6/13/85 COLUSA, CA A/C Reg. No. N704FU Time (Lc1) - 0025 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	1
Accident Occurred During - DESCENT					

-----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 - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	PETALUMA, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ORLAND, CA	COLUSA COUNTY
Wind Dir/Speed- CALM		Runway Ident - 13
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - 3000/ 75
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - FORCED LANDING	HIGH VEGETATION
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 170
SE LAND	Months Since - 3	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 64
		Instrument- 7
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT PREFLIGHTED THE ACFT AT NIGHT WITH A FLASHLIGHT AND NOTED 12-15 GALS OF FUEL IN THE TANKS. UPON LEVEL OFF AT 5500 FT AGL HE NOTED A SLIGHT LACK OF ENGINE POWER. HE ALSO NOTED THAT ONE FUEL TANK WAS EMPTY AND THE OTHER TANK READ 1/4 FULL. BECAUSE OF THESE FACTORS HE DECIDED TO DIVERT TO AN ARPT HE HAD IN SIGHT. DURING THE DESCENT TO THAT ARPT, THE ENG QUIT RUNNING. THE PLT THEN PERFORMED A FORCED LANDING IN TREES. THE ACFT CAME TO REST UPRIGHT IN A DRAINAGE DITCH APRX 50 YARDS FROM THE ARPT RWY. AN EXAMINATION OF THE ACFT REVEALED THE FUEL TANKS WERE EMPTY.

Brief of Accident (Continued)

File No. - 855

6/13/85

COLUSA,CA

A/C Reg. No. N704FU

Time (Lcl) - 0025 PDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
3. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
6. LIGHT CONDITION - NIGHT

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

7. TERRAIN CONDITION - NONE SUITABLE

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

Finding(s)

8. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 996 6/30/85 IMPERIAL, CA A/C Reg. No. N55XV Time (Lcl) - 0853 PDT

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

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

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

Make/Model - HELIO H-250	Eng Make/Model - LYCOMING O-540-A1A5	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	
Method - N/A	YUMA, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	IMPERIAL
Wind Dir/Speed- 290/007 KTS		Runway Ident - 32
Visibility - 50.0 SM	ATC/Airspace	Runway Lth/Wid - 4304/ 100
Lowest Sky/Clouds - 16000 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - WET
Obstructions to Vision- NONE	Type Apch/Lndg - STRAIGHT-IN	
Precipitation - NONE	FULL STOP	
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 - 576
SE LAND, SE SEA	Months Since - 1	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 34
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 24
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THIS PLT EXECUTED A FULL FLAP 40 MPH LANDING. AFTER TOUCHDOWN THE LEFT MAIN LANDING GEAR LIFTED OFF THE RWY, & THE PLT WAS NOT ABLE TO LOWER IT USING RUDDER, BRAKES, & AILERON CONTROL. NO ATTEMPT WAS MADE O USE POWER TO REGAIN DIRECTINAL CONTROL AS THE ACFT GROUND LOOPED TO THE LEFT. THE RIGHT MAIN LANDING GEAR COLLAPSED INBOARD. ALL LANDING GEAR FRACTURES WERE DUE TO OVERLOAD CONDITIONS. THE WIND WAS FROM 30 DEGREES LEFT OF THE RWY HEADING AT 7 KTS.

Brief of Accident (Continued)

File No. - 996

6/30/85

IMPERIAL, CA

A/C Reg. No. N55XV

Time (Lcl) - 0853 PDT

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

Finding(s)

1. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
 2. REMEDIAL ACTION - INADEQUATE - 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) 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. - 808 7/14/85 PIRU,CA A/C Reg. No. N85594 Time (Lcl) - 0900 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	2
Pass	0	0	0	0

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

Make/Model - ROBINSON R-22A
Landing Gear - SKID
Max Gross Wt - 1370
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-B2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 124 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - ACFT RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 270/006 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
PACOMA,CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 34
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - 206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 520
Make/Model- 460
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 8
Last 30 Days- 150
Last 90 Days- 205
Rotorcraft - 520

Instrument Rating(s) - NONE

-----Narrative-----

THE FLIGHT INSTRUCTOR INSTRUCTED THE 25-HOUR STUDENT PLT TO PERFORM AN AUTOROTATION WITH A PWR RECOVERY AT 20 FT AGL. THE INSTRUCTOR BECAME AWARE TOO LATE THAT THE STUDENT WAS "DEAD LOCKED" ON THE CONTROLS AND HE WAS UNABLE TO RECOVER PRIOR TO TOUCHDOWN. A HARD LANDING RESULTED, THE RIGHT SKID SANK IN SOFT SAND AND THE HELICOPTER ROLLED ONTO ITS RIGHT SIDE.

Brief of Accident (Continued)

File No. - 808

7/14/85

PIRU,CA

A/C Reg. No. N85594

Time (Lcl) - 0900 PDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING

Finding(s)

1. AUTOROTATION - INITIATED - DUAL STUDENT
2. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND(CFI)

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

Finding(s)

3. TERRAIN CONDITION - SAND BAR

-----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. - 926 8/30/85 BISHOP, CA A/C Reg. No. N2251R Time (Lcl) - 1402 PDT

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

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

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

Make/Model	- CESSNA T210	Eng Make/Model	- CONTINENTAL TS10-520-C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 285 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	OAKLAND, CA			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		BISHOP	
Wind Dir/Speed	- 330/003 KTS			Runway Ident	- 30
Visibility	- 60.0 SM	ATC/Airspace		Runway Lth/Wid	- 7500/ 100
Lowest Sky/Clouds	- 12000 FT SCATTERED	Type of Flight Plan	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 5303	Last 24 Hrs - 21
SE LAND	Months Since - 18	Make/Model - 509	Last 30 Days - 89
HELICOPTER	Aircraft Type - T210J	Instrument - 253	Last 90 Days - 115
		Multi-Eng - 20	Rotorcraft - 292

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPTD THE LANDING GEAR COLLAPSED DURING THE LANDING ROLL AND THAT THE LND GEAR DOWN LIGHT WAS ILLUMINATED WHILE ON FINAL APPROACH. EXAMINATION OF THE AIRCRAFT DISCLOSED THE LND GEAR DOORS WERE DAMAGED BY THE SIDE LOADS AND THAT BOTH MAIN LND GEARS WERE EXTENDED BUT NOT LOCKED. THE NOSE GEAR STRUT WAS FOUND IN THE DOWN & LOCKED POSITION. THE UNDERSIDE OF THE FUSELAGE WAS NOT DAMAGED WHICH IS CONSISTENT WITH THE MAIN LND GEARS TO BE PARTIALLY EXTENDED AND HYD PRESS TENDING TO HOLD WHEELS IN DOWN POSITION. THE NOSE GEAR EXTENDS AND LOCKS BEFORE THE MAIN LANDING GEAR. THE PLT DELAYED EXTENTION OF THE LND GEAR UNTIL NEAR THE FLARE POSITION.

Brief of Accident (Continued)

File No. - 926

8/30/85

BISHOP,CA

A/C Reg. No. N2251R

Time (Lcl) - 1402 PDT

Occurrence GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. CHECKLIST - NOT USED - PILOT IN COMMAND
 2. GEAR EXTENSION - DELAYED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 925 9/10/85 MODESTO, CA A/C Reg. No. N5477B Time (Lcl) - 0841 PDT

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - 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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	1MODESTO
Wind Dir/Speed- 320/005 KTS	ATC/Airspace	Runway Ident - 28L
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3466/ 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	GO AROUND	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 69	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 224
	Months Since - N/A	Last 24 Hrs - 6
	Aircraft Type - N/A	Make/Model- 224
		Instrument- 0
		Last 30 Days- 58
		Last 90 Days- 224

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT REPTD THE FINAL APPROACH ANGLE WAS TOO SHALLOW. HE ADDED POWER AND AS THE ACFT ARRIVED OVER THE THRESHOLD HE REDUCED THE POWER. THE ACFT LANDED HARD AND BOUNCED. WHEN THE ACFT BECAME AIRBORNE THE PLT ADDED POWER TO EXECUTE A GO-AROUND. THE ACFT STALLED AND NOSED INTO THE RUNWAY. THIS WAS THE STUDENT PILOT'S FIRST SUPERVISED SOLO FLIGHT.

Brief of Accident (Continued)

File No. - 925

9/10/85

MODESTO, CA

A/C Reg. No. N5477B

Time (Lc1) - 0841 PDT

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

Finding(s)

1. PLANNED APPROACH - POOR - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

3. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD

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

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

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. - 937 9/11/85 APPLE VALLEY,CA A/C Reg. No. N3926U Time (Lc1) - 0858 PDT

-----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 -DESCENT					

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

Make/Model - CESSNA 150E	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 ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point APPLE VALLEY,CA	Airport Data APPLE VALLEY
Method - N/A	Destination LOCAL	Runway Ident - 36
Completeness - N/A	ATC/Airspace	Runway Lth/Wid - 6500/ 150
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Wind Dir/Speed- CALM	Type of Clearance - NONE	Runway Status - DRY
Visibility - 60.0 SM	Type Apch/Lndg - TRAFFIC PATTERN	
Lowest Sky/Clouds - CLEAR		
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 248
	Months Since - N/A	Last 24 Hrs - 7
	Aircraft Type - N/A	Make/Model- 248
		Instrument- 0
		Last 30 Days- 172
		Last 90 Days- 248

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PRACTICING STOP AND GO TAKEOFFS AND LANDINGS, THE SOLO STUDENT PLT FLARED TOO HIGH ON THE SECOND LANDING AND LOST DIRECTIONAL CONTROL. THE PLT APPLIED POWER TO NEGOTIATE A GO AROUND. THE NOSE PTICED UP AND THE ACFT STALLED. THE ACFT CONTACTED THE GND ON ITS MAIN WHEELS AND BOUNCED. THE LEFT WING CONTACTED THE RUNWAY CAUSING THE AIRCRAFT TO EXIT THE RUNWAY ENVIRONMENT. THE ACFT CAME TO REST RIGHT SIDE UP ON THE LEFT SIDE OF THE RUNWAY IN THE DIRT. THE WINDS WERE CALM AT THE TIME OF THE ACCIDENT. THE STUDENT PLT HAD ACCUMULATED 24.8 TOTAL FLIGHT HOURS IN THE ACCIDENT AIRCRAFT MAKE AND MODEL 1.7 HOURS WERE OBTAINED AS PIC.

Brief of Accident (Continued)

File No. - 937

9/11/85

APPLE VALLEY, CA

A/C Reg. No. N3926U

Time (Lc1) - 0858 PDT

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

Finding(s)

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

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 876 7/01/85 NEW MILFORD, CT A/C Reg. No. N82631 Time (Lcl) - 1930 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-28-236	Eng Make/Model - LYCOMING O-540-03A5D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 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	DANBURY, CT	CANDLELIGHT
Wind Dir/Speed- 340/005 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2900/ 50
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 - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 613
SE LAND	Months Since - 19	Make/Model- 466
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, THE PREFLT AND RUNUP CHECKS WERE NORMAL. THE PLT THEN APPLIED FULL PWR FOR TAKEOFF AND ROTATION WAS INITIATED AT 60 KTS. AFTER LIFTOFF, THE ACFT APPEARED TO LOOSE PWR AND BEGAN TO YAW TO THE LEFT. THE STALL WARNING HORN SOUNDED AND THE PLT LOWERED THE PITCH ATTITUDE. THE STALL WARNING SOUNDED AGAIN AND THE PLT FELT A PWR SURGE JUST PRIOR TO THE ACFT CONTACTING THE RWY. THE ACFT SLID LEFT, AND COLLIDED WITH A DITCH. THE RIGHT STABILIZER CONTACTED A TREE AND THE ACFT CAME TO A STOP. THE NOSE AND RIGHT MAIN GEARS WERE SHEARED OFF DURING THE ACCIDENT SEQUENCE.

Brief of Accident (Continued)

File No. - 876

7/01/85

NEW MILFORD, CT

A/C Reg. No. N82631

Time (Lc1) - 1930 EDT

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

Finding(s)
1. UNDETERMINED

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

Finding(s)
2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)
4. TERRAIN CONDITION - RUNWAY

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

Finding(s)
5. OBJECT - TREE(S)

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 904 7/14/85 HARTFORD,CT

A/C Reg. No. N3124L

Time (Lcl) - 1650 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -EXECUTIVE/CORPORATE

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

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

Make/Model - SIKORSKY S-76A

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 10000

No. of Seats - 14

Eng Make/Model - ALLISON 250-C30

Number Engines - 2

Engine Type - TURBOSHAFT

Rated Power - 650 HP

ELT Installed/Activated - YES/NO

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 030/010 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

E. HARTFORD,CT

Destination

SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI

SE LAND,ME LAND

HELICOPTER

Age - 40

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 9100 Last 24 Hrs - 2

Make/Model- 1900 Last 30 Days- UNK/NR

Instrument- 450 Last 90 Days- 95

Multi-Eng - 3200 Rotorcraft - 4500

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE APCH TO THE PVT HELIPAD WAS UNEVENTFUL UP TO THE LAST 100 FT WHERE THE PLTS NOTICED A HIGH SINK RATE. THE PLT INCREASED COLLECTIVE TO CORRECT FOR THE SITUATION. AT ABOUT 20 FT FROM TOUCHDOWN POINT THE PLT NOTICED A DECREASE IN RPM AND REALIZED THAT THEY WERE LOSING PWR. DURING THE TOUCHDOWN, THE TAIL CONE CONTACTED THE EDGE OF THE HELIPAD DAMAGING THE TAIL ROTOR DRIVE SHAFT. THE PLT SHUT THE ACFT DOWN ACCORDING TO NORMAL PROCEDURES. THE DROOP COMPENSATORS WERE BEING EXAMINED BY THE CORPORATION.

Brief of Accident (Continued)

File No. - 904

7/14/85

HARTFORD,CT

A/C Reg. No. N3124L

Time (Lcl) - 1650 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED
-

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

Finding(s)

2. MISC ROTORCRAFT, TAIL CONE - DISTORTED
 3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 4. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - BENT
 5. FLARE - IMPROPER - PILOT IN COMMAND
-

----Probable Cause----

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

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. - 885 7/17/85 W.STAFFORD,CT A/C Reg. No. N89856 Time (Lcl) - 1430 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 Crew
NONE Pass

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

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

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

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

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

Weather Data

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

Wind Dir/Speed- 110/010 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 1000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ELLINGTON,CT
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY
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 - 19

Biennial Flight Review

Current - YES

Months Since - 18

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 85

Make/Model- 85

Instrument- 13

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT SHORTLY AFTER TAKEOFF UPON REACHING AN ALT OF 3000 FT, THE ENG PWR DROPPED TO 1000 RPM WITH THE PROP WINDMILLING. HE THEN WENT THROUGH THE RESTART PROCEDURE TO NO AVAIL. THE PLT THEN PERFORMED AN ENG SHUT DOWN AND FORCE LANDED THE ACFT IN A FLD. THE NOSE GEAR COLLAPSED AFTER IT CONTACTED A HOLE IN THE TERRAIN AND THE ACFT NOSED OVER. CAUSE OF THE LOSS OF PWR WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 885

7/17/85

W. STAFFORD, CT

A/C Reg. No. N89856

Time (Lc1) - 1430 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND

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

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
4. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 912 3/10/85 LAKE PLACID, FL A/C Reg. No. N44816 Time (Lcl) - 1330 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	1	0
Accident Occurred During - DESCENT					

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

Make/Model - MITCHELL HARVEY CONDOR III +2	Eng Make/Model - KAWASKI 440B	ELT Installed/Activated - NO	-N/A
Landing Gear - HULL	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 804	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 40 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LAKE PERSIMMON, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 330/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - 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 - 2000
SE LAND, ME LAND, SE SEA	Months Since - UNK/NR	Make/Model- 443
	Aircraft Type - UNK/NR	Instrument- 213
		Multi-Eng - 127
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT ON TAKEOFF FROM LAKE PERSOMMON HE WAS UNABLE TO CLIMB MORE THAN 50 FPM DUE TO DOWNDRAFTS ALONG THE TREE LINE ON HIS RIGHT SIDE & HE COLLIDED WITH A 35 FT TREE & CRASHED INTO A CREEK.

Brief of Accident (Continued)

File No. - 912

3/10/85

LAKE PLACID, FL

A/C Reg. No. N44816

Time (Lc1) - 1330 EST

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

Finding(s)

1. OBJECT - TREE(S)
 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 3. REFUELING - MISJUDGED - PILOT IN COMMAND
 4. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - WATER, GLASSY
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 847 4/19/85 MIAMI, FL A/C Reg. No. N6984Y Time (Lcl) - 1726 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 -DESCENT			0	0	0	1
			0	0	0	1

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

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

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

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	FT. LAUDERDALE, FL	TAMiami
Wind Dir/Speed- 100/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 4980
SE LAND, ME LAND	Months Since - 13	Last 24 Hrs - 3
	Aircraft Type - DC-9	Make/Model- 168
		Last 30 Days- UNK/NR
		Instrument- 498
		Last 90 Days- 180
		Multi-Eng - 4200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE PERMITTED A NON-PLT PAX TO CLOSE THE CABIN DOOR & HE, THE PLT DID NOT CHECK IT. SHORTLY AFTER LIFTOFF THE LANDING GEAR WAS RETRACTED & THE DOOR POPPED OPEN. THE PAX TURNED IN HIS SEAT TO CLOSE THE DOOR & BUMPED THE YOKE FORCING THE ACFT BACK TO THE RWY. THE PLT STATED THE ACCIDENT COULD HAVE BEEN AVOIDED IF HE HAD CHECKED THE DOOR HIMSELF & HAD HE NOT RETRACTED THE GEAR SO SOON AFTER TAKEOFF.

Brief of Accident (Continued)

File No. - 847

4/19/85

MIAMI, FL

A/C Reg. No. N6984Y

Time (Lc1) - 1726 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. CONTROL INTERFERENCE - INADVERTENT - PASSENGER
 3. GEAR RETRACTION - PREMATURE - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 848 4/19/85 FELLSMERE, FL A/C Reg. No. N5836P Time (Lcl) - 0925 EST

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

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

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

Make/Model - PIPER PA-24-250	Eng Make/Model - LYCOMING O-540-A1A5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	OFF AIRPORT/STRIP
Method - TELEPHONE	ELLENTON, FL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	VERO BEACH, FL	Runway Ident - N/A
Wind Dir/Speed- 030/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - NONE	Runway Status - SOFT
Lowest Ceiling - 10000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	ROUGH
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 222
SE LAND	Months Since - 22	Make/Model- 25
	Aircraft Type - UNK/NR	Instrument- 17
		Last 24 Hrs - 1
		Last 30 Days- 7
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE A FORCED LANDING DUE TO FUEL EXHAUSTION IN AN OPEN FIELD. ON THE LANDING ROLL, THE NOSEWHEEL STRUCK A DITCH CAUSING IT TO FOLD AND THE ACFT CAME TO A STOP RESTING ON IT'S NOSE. THE PLT HAD DETERMINED THE AMOUNT OF FUEL ON BOARD PRIOR TO TAKEOFF BY STICKING A TWIG IN THE TANKS. THE FLT LASTED FOR 40 MINS. ACCORDING TO PUBLISHED INFO BY THE ACFT MANUFACTURER, AT 75% POWER AT 1000 FT, FUEL CONSUMPTION IS 10 GPH. THE PLT STATED HE THOUGHT HE HAD 22 GALS OF FUEL PRIOR TO TAKEOFF. AN EXAMINATION OF THE FUEL TANKS BY FAA PERSONNEL AFTER THE ACCIDENT REVEALED NO USABLE FUEL.

Brief of Accident (Continued)

File No. - 848

4/19/85

FELLSMERE, FL

A/C Reg. No. N5836P

Time (Lcl) - 0925 EST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. OBJECT - DITCH

-----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. - 910 4/22/85 Ocala, FL

A/C Reg. No. N2370Y

Time (Lc1) - 0700 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew
Pass

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

Make/Model - CESSNA 177
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2275
No. of Seats - 4

Eng Make/Model - LYCOMING O-320E2D
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- 040/005 KTS
Visibility - 2.000 SM
Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DUNELLON, FL
Destination
OCALA, FL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

OCALA
Runway Ident - 36
Runway Lth/Wid - 5007/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 49
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 - 858
Make/Model- 121
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 451

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING THE LANDING FLARE, HE STALLED THE ACFT & LANDED HARD.

Brief of Accident (Continued)

File No. - 910

4/22/85

OCALA, FL

A/C Reg. No. N2370Y

Time (Lcl) - 0700 EST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. FLARE - MISJUDGED - PILOT IN COMMAND
 3. STALL - PREMATURE - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 911 4/24/85 BOCA RATON, FL A/C Reg. No. N2638N Time (Lcl) - 1845 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	1
Accident Occurred During -TAXI					

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

Make/Model - CESSNA T310R	Eng Make/Model - CONTINENTAL TS10-520-B	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 - 285 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point LAKE CITY, FL	
Method - N/A	Destination SAME AS ACC/INC	Airport Data BOCA RATON
Completeness - N/A		Runway Ident - 04
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 5200/ 150
Wind Dir/Speed- 090/007 KTS	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 7.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - 25000 FT THIN BKN	Type Apch/Lndg - TRAFFIC PATTERN FULL STOP	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
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)
COMMERCIAL	Current - YES	Total - 3300
ME LAND	Months Since - 11	Make/Model- 100
	Aircraft Type - UNK/NR	Instrument- 500
		Multi-Eng - 2950
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT WHILE TAXIING IN FROM LANDING & UPON EXECUTING A RIGHT TURN INTO THE RAMP THE RIGHT MAIN LANDING GEAR COLLAPSED. INSPECTION OF THE LANDING GEAR REVEALED THAT THE AFT PUSH PULL RETRACT ROD FAILED AT THE ROD END ALLOWING THE COLLAPSE OF THE RIGHT MAIN GEAR.

Brief of Accident (Continued)

File No. - 911

4/24/85

BOCA RATON, FL

A/C Reg. No. N2638N

Time (Lc1) - 1845 EST

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. LANDING GEAR, GEAR LOCKING MECHANISM - FAILURE, TOTAL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 906 4/27/85 LOUGHMAN, FL A/C Reg. No. N2892F Time (Lcl) - 1045 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
					3

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

Make/Model - CESSNA C-182J	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WINTER HAVEN, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 200/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	HIGH VEGETATION
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 4914
SE LAND, ME LAND	Months Since - 5	Last 24 Hrs - 1
GLIDER	Aircraft Type - PA-34	Make/Model - 7
		Instrument - 541
		Last 30 Days - UNK/NR
		Last 90 Days - 16
		Multi-Eng - 844

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS TOWING A BANNER AT 500 FT ALT WHEN THE ENGINE LOST POWER. THE PILOT AMDE AN EMERGENCY LANDING IN A SANDY FIELD AND THE ACFT NOSED OVER. THE ACFT HAD FLOWN 1 HR 15 MIN WITH THE FUEL TANK SELECTOR ON "BOTH". THE ACFT TOOK OFF WITH A TOTAL OF APRX 20 GALS OF FUEL. EXAMINATION OF WRECKAGE REVEALED LEFT TANK HAD 15 GALS AND RIGHT TANK WAS EMPTY, INDICATIVE OF UNEVEN FLOW NORMALLY ASSOCIATED WITH VENTING PROBLEMS.

Brief of Accident (Continued)

File No. - 906

4/27/85

LOUGHMAN, FL

A/C Reg. No. N2892F

Time (Lc1) - 1045 EST

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

Finding(s)

1. FUEL SYSTEM, VENT - BLOCKED(TOTAL)
2. FLUID, FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 963 6/22/85 SHIP SHOAL BLK,GM A/C Reg. No. N1086Q Time (Lc1) - 1355 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Serious	Minor	None
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	1	0
Accident Occurred During -MANEUVERING						

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

Make/Model - BELL 206L-1	Eng Make/Model - ALLISON 250C-28B	ELT Installed/Activated - NO -N/A
Landing Gear - EMERGENCY FLOAT	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2000	Engine Type - TURBOSHAFT	
No. of Seats - 7	Rated Power - 435 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SHIP SHOAL BLK,GM	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 060/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 6.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - METAL/WOOD
Lowest Ceiling - UNK/NR BROKEN	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 - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 5875
SE LAND	Months Since - 1	Last 24 Hrs - 6
HELICOPTER	Aircraft Type - 206	Make/Model- 1073
		Last 30 Days- UNK/NR
		Last 90 Days- 181
		Rotorcraft - 5700

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PILOT HAD LANDED ON THE OFFSHORE PLATFORM AND WAS IN THE PROCESS OF REPOSITIONING THE HELICOPTER TO ONE SIDE OF THE LANDING PAD TO PROVIDE ADDITIONAL SPACE FOR ANOTHER AIRCRAFT WHEN THE MAIN ROTOR BLADES STRUCK A 3" STEEL SIGN POST. THE BLADE SEPARATED INTO THREE PIECES. THIS CAUSED A SEVERE OUT-OF-BALANCE CONDITION OF THE MAIN ROTOR SYSTEM AND RESULTED IN THE TRANSMISSION BEING PULLED OUT OF THE AIRFRAME AND THE UPPER PORTION OF THE CABIN AND THE TAIL BOOM SEPARATION FROM THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 963

6/22/85

SHIP SHOAL BLK,GM

A/C Reg. No. N1086Q

Time (Lc1) - 1355 CDT

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

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. OBJECT - UTILITY POLE
4. LIGHT CONDITION - DAYLIGHT
5. JUDGEMENT - POOR - PILOT IN COMMAND
6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

7. ROTOR DRIVE SYSTEM,ENGINE TO TRANSMISSION DRIVE - SEPARATION
8. ROTOR DRIVE SYSTEM,TAIL ROTOR DRIVE SHAFT BEARING - SEPARATION
9. WINDOW,CABIN - SEPARATION
10. FUSELAGE,CABIN - SEPARATION

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 2,3,4,7,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 823 6/28/85 EUGENE ISLAND,GM A/C Reg. No. N5404Y Time (Lcl) - 1310 CDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage				
Name of Carrier	-OFFSHORE LOGISTICS, INC.	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire		0	0	1
Flight Conducted Under	-14 CFR 135	NONE		0	0	2
Accident Occurred During	-LANDING			0	0	2
						1

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

Make/Model	- SIKORSKY S-76	Eng Make/Model	- ALLISON 250-C305	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- NO	
Max Gross Wt	- 10000	Engine Type	- TURBOSHAFT			
No. of Seats	- 14	Rated Power	- 650 HP			

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	MORGAN CITY,LA			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	EUGENE IS. BLK,GM		Runway Ident	- N/A
Wind Dir/Speed	- 360/011 KTS			Runway Lth/Wid	- N/A
Visibility	- 14.0 SM	ATC/Airspace		Runway Surface	- METAL/WOOD
Lowest Sky/Clouds	- UNK/NR	Type of Flight Plan	- UNK/NR	Runway Status	- DRY
Lowest Ceiling	- UNK/NR	Type of Clearance	- NONE		
Obstructions to Vision	- NONE	Type Apch/Lndg	- STRAIGHT-IN		
Precipitation	- NONE		FULL STOP		
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,CFI	Current - YES	Total - 7124	Last 24 Hrs - 7
SE LAND,ME LAND	Months Since - 9	Make/Model- 587	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 216	Last 90 Days- 73
		Multi-Eng - 14	Rotorcraft - 6845

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD LANDED ON THE OFFSHORE HELIPORT IN THE GULF OF MEXICO. THE S76 HELICOPTER ROLLED BACKWARD ON THE PLATFORM WITH THE HELICOPTER TILTING TO ITS RIGHT. THE COPLT EXITED THE ACFT AND FOUND THE RIGHT MAIN GEAR WHEEL OFF THE PLATFORM AND INTO THE DECK SAFETY NET. THE PLT ATTEMPTED TO LIFT UP OFF THE PLATFORM BUT THE ACFT WENT OFF THE PLATFORM AND FELL INVERTED IN THE WATER ABOUT 100 FEET BELOW. THE COPLT HAD EXITED THE ACFT (PRIOR TO THE ACCIDENT) AFTER INITIAL TOUCHDOWN. THE HELICOPTER WAS INTENTIONALLY LANDED ON THE FAR RIGHT (EAST) SIDE OF THE PLATFORM BECAUSE OF A BELL 206 WHICH WAS PARKED ON THE LEFT (WEST) SIDE OF THE PLATFORM.

Brief of Accident (Continued)

File No. - 823

6/28/85

EUGENE ISLAND, GM

A/C Reg. No. N5404Y

Time (Lc1) - 1310 CDT

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

Finding(s)

1. OBJECT - AIRCRAFT PARKED
 2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 997 2/13/85 LAUPAHOEHOE, HI A/C Reg. No. N89246 Time (Lc1) - 1435 HST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	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 -MANEUVERING					

-----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	HILO, HI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	GEN. LYMAN
Wind Dir/Speed- 080/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	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 - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 287
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 287
		Last 30 Days- UNK/NR
		Instrument- 9
		Last 90 Days- 287

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH RISING TERRAIN WHILE ON A TRAINING ALT. THE STUDENT PLT WAS SCHEDULED TO PROCEED TO THE PRACTICE AREA NEAR PUNA FOR THIS FIRST EXTENDED SOLO FLT. AT APRX 1200 HST, HE RETURNED TO GENERAL LYMAN FLT, HILO, HA, FOR TOUCH-&-GO LANDING PRACTICE. THE STUDENT PLT STATED THAT HE DEPARTED GENERAL LYMAN FLT AT 1230 HST AND PROCEEDED ALONG THE HAMAKUA COAST. SHORTLY THEREAFTER HE DECIDED TO TAKE A LOW LEVEL LOOK AT A RAVINE LEADING TO A WATERFALL. HE STARTED INTO THE RAVINE AND ATTEMPTED TO CLIMB OUT, BUT WAS UNABLE TO CLIMB SHARPLY ENOUGH TO AVOID THE WATERFALL.

Brief of Accident (Continued)

File No. - 997

2/13/85

LAUPAHOEHOE, HI

A/C Reg. No. N89246

Time (Lc1) - 1435 HST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - 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. - 954 4/28/85 HILO, HI A/C Reg. No. N8447C Time (Lcl) - 1445 HST

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

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

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

Make/Model - ROBINSON R-22	Eng Make/Model - LYCOMING O-320-B2C	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 124 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	UNKNOWN
Wind Dir/Speed- 090/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2200 FT THIN BKN	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 2200 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		SOFT
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 25	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 572
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 266
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT ROLLED ONTO ITS LEFT SIDE WITHIN 10 FT OF WHERE IT WAS PARKED PRIOR TO FLT, THE PLT WAS ATTEMPTING TO COME TO A HOVER WHEN IT ROLLED. THIS WAS THE PLTS 2ND ATTEMPT AT SOLO FLT IN THE HELICOPTER. NO MECHANICAL MALFUNCTIONS WERE NOTED DURING THE POST ACCIDENT EXAM. THE GROUND SCARS WERE CONSISTANT WITH DYNAMIC ROLL OVER CHARACTERISTICS.

Brief of Accident (Continued)

File No. - 954

4/28/85

HILO, HI

A/C Reg. No. N8447C

Time (Lc1) - 1445 HST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation HOVER

Finding(s)

1. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. WEATHER CONDITION - CROSSWIND
3. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
5. MANEUVER - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 ROLL OVER

Phase of Operation HOVER

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 987 7/10/85 PELLA, IA

A/C Reg. No. N75273

Time (Lcl) - 1050 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - INSTRUCTIONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -MANEUVERING

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

Make/Model - BELL 47G

Eng Make/Model - LYCOMING VO-435

ELT Installed/Activated - NO -N/A

Landing Gear - SKID

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 2350

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 3

Rated Power - 200 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 360/010 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - HIGH VEGETATION

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

Pilot-In-Command

Age - 57

Medical Certificate - EXPIRED

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

CFI

Current - YES

Total - 23975

Last 24 Hrs - UNK/NR

SE LAND, ME LAND

Months Since - 23

Make/Model- 9000

Last 30 Days- UNK/NR

HELICOPTER

Aircraft Type - UNK/NR

Instrument- UNK/NR

Last 90 Days- 3

Multi-Eng - 500

Rotorcraft - 20300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PURPOSE OF THE FLT WAS TO PROVEDE TRAINING IN AERIAL APPLICATION PROCEDURES AND TECHNIQUES FOR THE PLT/OWNER OF N75273. THE INSTRUCTOR PLT HAS EXTENSIVE EXPERIENCE IN THIS M/M AND WAS AT THE CONTROLS. HE WAS DEMONSTRATING A TURN AROUND AT THE END OF A SWATH RUN AND A RIGHT TURN WAS BEGUN. THE INSTRUCTOR SAID THE BANK STEEPENED AND DESPITE HIS USE O FULL LEFT LATERAL CYLIC CONTROL THE BANK STEEPEN TO NEARLY 90 DEG. THE INSTRUCTOR WAS UNABLE TO REGAIN CONTROL AND THE HELICOPTER DESCENDED FROM THE TOP OF THE TURN, WHICH WAS 80-100 FT AGL, IN A RT BANK AT APPROX 30 KT UNTIL IT IMPACTED THE CROP.

Brief of Accident (Continued)

File No. - 987

7/10/85

PELLA, IA

A/C Reg. No. N75273

Time (Lc1) - 1050 CDT

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

Finding(s)

1. ALTITUDE - INADEQUATE - PILOT IN COMMAND(CFI)
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND(CFI)
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

3. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 974 7/17/85 FORT DODGE, IA A/C Reg. No. N180DH Time (Lcl) - 1230 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL OBSERVATION

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

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

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

Eng Make/Model - CONTINENTAL O-470-S
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- 220/015 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WACONIA, MN
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

FORT DODGE MUNI
Runway Ident - 24
Runway Lth/Wid - 6547/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND, SE SEA

Age - 33

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - BC12D

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

Total	- 613	Last 24 Hrs	- UNK/NR
Make/Model-	105	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	134
Multi-Eng -	20	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N180DH WAS LANDING ON A 6,547 X 150 FT, DRY, ASPHALT, RUNWAY WITH A LT QUARTERING HEADWIND AT 15, WITH GUST TO 20 KTS. THE PLT SAID HE MADE A FULL FLAP, FULL STALL, 3PT, LANDING. THE ACFT WAS ALIGNED WITH THE RWY CENTERLINE BUT AFTER A SHORT ROLL THE ACFT YAWED TO THE LT. THE PLT APPLIED RT RUDDER BUT THE ACFT GROUND LOOPED TO THE LT.

Brief of Accident (Continued)

File No. - 974

7/17/85

FORT DODGE, IA

A/C Reg. No. N180DH

Time (Lc1) - 1230 CDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 978 8/07/85 FAIRFIELD,IA A/C Reg. No. N3994B Time (Lcl) - 1030 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 -DESCENT					

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

Make/Model - BOEING E75	Eng Make/Model - P&W WASP JR.	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR		
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	FAIRFIELD
Wind Dir/Speed- 060/006 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3898
SE LAND,ME LAND	Months Since - 12	Last 24 Hrs - 4
	Aircraft Type - GC1B	Make/Model- 1300
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 218
		Rotorcraft - UNK/NR
		Multi-Eng - 179

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A BEECH BARON DEPARTED JUST PRIOR TO N3994B. N3994B WAS HEAVILY LOADED AND ENCOUNTERED TURBLENCE AFTER LIFTING OFF. THE ACFT DRIFTED TO THE RT UNTIL IT WAS OVER A CORN FIELD ABOUT 100 FT TO THE RT OF THE RWY. THE PLT TRIED TO CORRECT BACK TO THE RWY BUT THE ACFT SETTLED TO THE GROUND, HIT A FURROW AND NOSED OVER.

Brief of Accident (Continued)

File No. - 978

8/07/85

FAIRFIELD, IA

A/C Reg. No. N3994B

Time (Lcl) - 1030 CDT

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE
 2. DISTANCE - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

3. 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) 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. - 981 8/13/85 OTTUMWA,IA A/C Reg. No. N27492 Time (Lcl) - 1445 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 1
0 1

None
0
0

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

Make/Model - TAYLORCRAFT BL-65
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1150
No. of Seats - 2

Eng Make/Model - LYCOMING O-145-B2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 200/007 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 12000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BLAKESBURG,IA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 55

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - BL-65

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 400 Last 24 Hrs - 3
Make/Model- 400 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

N27492 COLLIDED WITH UTILITY WIRES WHICH CROSS THE DES MOINES RIVER AND CRASHED INTO THE RIVER.

Brief of Accident (Continued)

File No. - 981

8/13/85

OTTUMWA, IA

A/C Reg. No. N27492

Time (Lcl) - 1445 CDT

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

Finding(s)

1. OBJECT - WIRE, STATIC
 2. BUZZING - PERFORMED - PILOT IN COMMAND
 3. JUDGEMENT - POOR - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - WATER, ROUGH
-

----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. - 952 5/15/85 POCATELLO,ID A/C Reg. No. N402CS Time (Lcl) - 1826 MDT

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

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-REGIONAL EXPRESS COMPANY	DESTROYED						
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	-14 CFR 135	IN FLIGHT	Pass	1	Serious	Minor	None	
Accident Occurred During	-DESCENT			0	0	0	0	

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

Make/Model	- CESSNA 402	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	- 2	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- UNK/NR	Last Departure Point
Method	- UNK/NR	POCATELLO,ID
Completeness	- UNK/NR	Destination
Basic Weather	- VMC	SALT LAKE CITY,UT
Wind Dir/Speed	- 360/015 KTS	ATC/Airspace
Visibility	- 40.0 SM	Type of Flight Plan
Lowest Sky/Clouds	- 3000 FT SCATTERED	- IFR
Lowest Ceiling	- NONE	Type of Clearance
Obstructions to Vision	- NONE	- VFR
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)	
ATP,CFI,MILITARY	Current - YES	Total - 4500	Last 24 Hrs - UNK/NR
SE LAND,ME LAND	Months Since - 5	Make/Model - 350	Last 30 Days - UNK/NR
	Aircraft Type - C-402	Instrument - 600	Last 90 Days - UNK/NR
		Multi-Eng - 2500	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER DEPARTURE & LEVEL OFF, THE PLT REPORTED AN ENG MALFUNCTION & INITIATED A RETURN TO THE ARPT. ABOUT 2 MIN LATER, HE REPORTED AN ENG FIRE & DECLARED AN EMERGENCY. APRX 1 MIN THEREAFTER, THE RGT WING SEPARATED FROM THE ACFT & THE PLANE CRASHED. AN EXAM OF THE WRECKAGE REVEALED EXTENSIVE INFLT FIRE DAMAGE IN THE AREA OF SEPARATION. A 2.5 BY 3 INCH HOLE WAS FOUND IN THE RGT INBOARD EXHAUST TUBE, PN 0850712-6. IT WAS ORIENTED TOWARD THE ACCESSORY COMPARTMENT WITH NUMEROUS FUEL & OIL LINES WHICH WERE FIRE DAMAGED & CHARRED. ALSO, MUCH OF THE ENG SUPPORT STRUCTURE & WING SPAR WERE MELTED IN THAT AREA. AN EXAM OF THE EXHAUST TUBE REVEALED ITS WALLS WERE THIN, BRITTLE & DISCOLORED IN THE AREA OF THE RUPTURE & SEVERAL AREAS OF CRACKS & SMALL HOLES WERE FOUND. THE EXHAUST TUBE HAD 5862 HRS OF TOTAL SERVICE & 1762 HOURS SINCE IT WAS OVERHAULED. RECORDS SHOWED THAT AD 75-23-08 HAD BEEN COMPLIED WITH DURING THE LAST INSPECTION, 25 FLT HRS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 952

5/15/85

POCATELLO, ID

A/C Reg. No. N402CS

Time (Lcl) - 1826 MDT

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

Finding(s)

1. EXHAUST SYSTEM, MANIFOLD - CORRODED
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PNL
3. PROCEDURE INADEQUATE - MANUFACTURER
4. INADEQUATE SURVEILLANCE OF OPERATION - FAA (ORGANIZATION)
5. EXHAUST SYSTEM, MANIFOLD - FAILURE, TOTAL
6. EXHAUST SYSTEM, MANIFOLD - LEAK

Occurrence #2 LOSS OF POWER (PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

7. - INITIATED - PILOT IN COMMAND

Occurrence #3 FIRE
Phase of Operation DESCENT

Finding(s)

8. MISCELLANEOUS - FIRE
9. WING, SPAR - BURNED

Occurrence #4 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT

Finding(s)

10. WING - FAILURE, TOTAL
11. WING - SEPARATION

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) 1,2,5,6,8,10

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. - 849 7/17/85 BOISE, ID A/C Reg. No. N4309R Time (Lcl) - 1049 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
Pass

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

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

Make/Model - CESSNA 185F
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3350
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 310/009 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SALMON, 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

GOWEN FIELD
Runway Ident - 28L
Runway Lth/Wid - 9763/ 190
Runway Surface - MACADAM
Runway Status - DRY

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

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

Age - 54
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - C-185F

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

Total	- 738	Last 24 Hrs -	3
Make/Model-	666	Last 30 Days-	UNK/NR
Instrument-	253	Last 90 Days-	24

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT GROUND LOOPED AND THE LEFT MAIN GEAR COLLAPSED DURING A LANDING ROLL. THE PLT REPORTED THAT THE LEFT WING CAME UP DURING THE LANDING ROLL WHICH RESULTED IN THE ACFT VEERING TO THE RIGHT. WHEN THE WING SETTLED, THE LEFT MAIN GEAR COLLAPSED ALLOWING THE LEFT WING TO CONTACT THE RWY.

Brief of Accident (Continued)

File No. - 849

7/17/85

BOISE, ID

A/C Reg. No. N4309R

Time (Lc1) - 1049 MDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

2. 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. - 918 8/10/85 POCATELLO, ID A/C Reg. No. N8339G Time (Lcl) - 2128 MDT

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

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

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

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

Weather Data

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

Itinerary

Last Departure Point
BOUNTIFUL, UT
Destination
POCATELLO, ID

Airport Proximity
OFF AIRPORT/STRIP

Basic Weather - VMC

Wind Dir/Speed- 220/018 KTS
Visibility - 20.0 SM

ATC/Airspace

Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - 8000 FT BROKEN

Type of Flight Plan - NONE

Obstructions to Vision- NONE

Type of Clearance - NONE

Precipitation - NONE

Type Apch/Lndg - STRAIGHT-IN

Condition of Light - NIGHT(DARK)

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)
PRIVATE
SE LAND

Age - 29

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - C-150

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	-	150	Last 24 Hrs -	4
Make/Model-	101		Last 30 Days-	UNK/NR
Instrument-	4		Last 90 Days-	9

Instrument Rating(s) - NONE

-----Narrative-----

UPON ARRIVAL IN THE VICINITY OF HIS DESTINATION THE PLT COMMENCED A REDUCED PWR DESCENT WHILE IN CONDITIONS WHICH WERE CONDUCTIVE TO CARBURETOR ICEING. DURING THE DESCENT THE PLT APPLIED CARBURETOR HEAT WITH A RESULTANT DROP IN RPM AND, APPREHENSIVE OF THIS CONDITION, RETURNED THE CARBURETOR HEAT TO "OFF". A TOTAL PWR LOSS FOLLOWED SHORTLY THEREAFTER. THE PLT THEN MANEUVERED THE ACFT TO A FORCED LANDING IN AN AGRICULTURAL FLD UNDER CONDITIONS OF DARKNESS. DURING THE APCH THE ACFT STRUCK A FENCE POST AND CAME TO REST INVERTED. THE PLT SUBSEQUENTLY REPORTED THAT HE BELIEVED THAT CARBURETOR HEAT WAS ONLY NECESSARY DURING COLD WEATHER OPERATIONS.

Brief of Accident (Continued)

File No. - 918

8/10/85

POCATELLO, ID

A/C Reg. No. N8339G

Time (Lc1) - 2128 MDT

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
2. CARBURETOR HEAT - NOT UNDERSTOOD - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, QUALIFICATION - FLIGHT INSTRUCTOR(ON GROUND)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - FENCE
5. LIGHT CONDITION - DARK NIGHT

Occurrence #5 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 895 1/02/85 MT STERLING,IL A/C Reg. No. N9484H Time (Lcl) - 1615 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal	Injuries			None
	Serious	Minor		
0	0	0	1	
0	0	0	4	

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 030/006 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
MT STERLING,IL
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

BROWN COUNTY
Runway Ident - 27
Runway Lth/Wid - 2600/ 100
Runway Surface - GRASS/TURF
Runway Status - SNOW - COMPACTED

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

Pilot-In-Command

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

Age - 34

Biennial Flight Review

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

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

Total - 87	Last 24 Hrs - 2
Make/Model- 33	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 23
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LANDED LONG AT HIS HOME ARPT USING NO FLAPS WITH A PREVAILING TAILWIND. THE 2600 FT TURF STRIP WAS FROZEN. DURING BRAKING THE ACFT SKIDDED OFF THE RWY AND STRUCK A SNOW BERM BEFORE ROLLING INVERTED.

Brief of Accident (Continued)

File No. - 895

1/02/85

MT STERLING, IL

A/C Reg. No. N9484H

Time (Lcl) - 1615 CST

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

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
 2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
-

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

Finding(s)

3. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
 4. LOWERING OF FLAPS - NOT USED - PILOT IN COMMAND
 5. WEATHER CONDITION - TAILWIND
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 807 2/17/85 MUNDELEIN,IL A/C Reg. No. N736ZX Time (Lcl) - 1500 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - CESSNA 182RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3200
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-JC35D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/015 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GREENWOOD,IL
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

VICTORY AIRCRAFT
Runway Ident - 36
Runway Lth/Wid - 1838/ 50
Runway Surface - GRASS/TURF
Runway Status - SNOW - WET

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

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

Age - 36
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1800
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- 12
Last 90 Days- 25
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT OF THIS ACFT DID NOT KNOW THE RWY SURFACE CONDITION PRIOR TO AN ATTEMPTED LANDING. UNICOM ADVISORIES WERE NOT AVAILABLE. DUE TO A RECENT STORM, SIX TO TWELVE INCHES OF WET SNOW OVERLYING A PATCHY LAYER OF COMPACTED SNOW EXISTED WHEN HE TOUCHED DOWN. THE ACFT SLID OFF THE RWY SHORTLY AFTER TOUCHDOWN. SUBSTANTIAL ACFT DAMAGE OCCURRED WHEN THE ACFT STRUCK A SNOWBANK ON THE EDGE OF THE RWY.

Brief of Accident (Continued)

File No. - 807

2/17/85

MUNDELEIN, IL

A/C Reg. No. N736ZX

Time (Lc1) - 1500 CST

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

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
 2. AIRPORT SNOW REMOVAL - NOT PERFORMED - AIRPORT PERSONNEL
 3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - REDUCED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
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) 1,3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 804 6/18/85 PEORIA,IL

A/C Reg. No. N9492P

Time (Lcl) - 1130 CDT

-----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

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

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

Make/Model - PIPER PA-24-260
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3200
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-R1A5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 270/015 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 3600 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC

Destination
UNK/NR

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

GREATER PEORIA
Runway Ident - 30
Runway Lth/Wid - 8000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 62

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - 1690	Last 24 Hrs - UNK/NR
Make/Model- 506	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-----

IT WAS REPORTED THAT THE PLT MADE AN INTERSECTION TAKEOFF WITH ABOUT 4500 FT AVAILABLE. LIFT OFF WAS MADE WITH ABOUT 2700 FT OF RWY LEFT. THE ACFT DID NOT CLIMB. LOW BUT SMOOTH POWER OUTPUT WAS HEARD. THE FLIGHT OVERFLEW ABOUT THREE FIELDS THAT REPORTEDLY WERE ADEQUATE FOR EMERGENCY LANDINGS. A COLLISION WITH TREES FOLLOWED.

Brief of Accident (Continued)

File No. - 804

6/18/85

PEORIA, IL

A/C Reg. No. N9492P

Time (Lc1) - 1130 CDT

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 DESCENT - EMERGENCY

Finding(s)

2. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
3. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
4. LIFT-OFF - PREMATURE - PILOT IN COMMAND
5. ABORT - NOT PERFORMED - PILOT IN COMMAND
6. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
7. OBJECT - TREE(S)
8. UNSUITABLE TERRAIN - SELECTED - 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) 1,2,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 893 6/23/85 EAST ALTON, IL A/C Reg. No. N8486X Time (Lcl) - 1509 CDT

-----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 - TAXI			0	0	0
					None
					1
					1

-----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 - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 340/024 KTS Visibility - 10.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 3000 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point CARBONDALE, IL Destination ALTON, IL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - TRAFFIC PATTERN	Airport Proximity ON AIRPORT Airport Data ST LOUIS REGIONAL Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - ASPHALT Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL, ATP, FLT ENG SE LAND, ME LAND HELICOPTER	Age - 42 Biennial Flight Review Current - YES Months Since - 3 Aircraft Type - DC 9	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 12916 Make/Model- 43 Instrument- 877 Multi-Eng - 11080 Last 24 Hrs - 0 Last 30 Days- UNK/NR Last 90 Days- 97 Rotorcraft - 1409
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS BLOWN INVERTED BY WIND GUSTS SHORTLY AFTER LANDING. THE PLT STATED THE WX WAS FINE UNTIL AFTER TOUCHDOWN WHEN THE WIND BEGAN GUSTING TO 35 KTS. THE PLT TURNED THE ACFT LEFT OFF THE RWY, CONTACTED GROUND CONTROL AND INITIATED A RIGHT TURN ONTO THE PARALLEL TAXIWAY WHEN THE ACCIDENT OCCURRED. THE PLT STATED THAT HE WAS USED TO FLYING LARGE ACFT (DC-9) VERSUS SMALL ACFT (C-172).

Brief of Accident (Continued)

File No. - 893

6/23/85

EAST ALTON, IL

A/C Reg. No. N8486X

Time (Lcl) - 1509 CDT

Occurrence

NOSE OVER

Phase of Operation

TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. COMPENSATION FOR WIND CONDITIONS - NOT FOLLOWED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 892 1/12/85 CENTRAL,IN A/C Reg. No. N10543 Time (Lcl) - 1415 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SELLERSBURG,IN
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRAVEL
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 - 20

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	19	Last 24 Hrs - UNK/NR
Make/Model-	19	Last 30 Days- UNK/NR
Instrument-	2	Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED A TREE AND NOSED OVER DURING A FORCED LANDING FOLLOWING FUEL EXHAUSTION. THE STUDENT PLT WAS OBSERVED BY SEVERAL WITNESSES TO REMOVE THE FUEL CAPS DURING PREFLIGHT AND CHECK THE FUEL QUANTITY. THE PLT STATED THE FUEL LEVEL WAS UP TO THE TANK FILLERNECKS. AFTER 1.5 HOURS FLT TIME, FUEL EXHAUSTION OCCURRED. THE ACFT HAD BEEN FLOWN ON TWO PREVIOUS FLTS TOTALING 2.3 HOURS FLT TIME AND HAD NOT BEEN REFUELED PRIOR TO THE ACCIDENT FLT.

Brief of Accident (Continued)

File No. - 892

1/12/85

CENTRAL, IN

A/C Reg. No. N10543

Time (Lc1) - 1415 EST

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. AIRCRAFT PREFLIGHT - INACCURATE - PILOT IN COMMAND
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
 4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
 5. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
 6. SUPERVISION - INADEQUATE - FBO PERSONNEL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

7. TERRAIN CONDITION - 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) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 802 5/02/85 INDIANAPOLIS,IN A/C Reg. No. N68103 Time (Lcl) - 0249 EST

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

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

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

Make/Model	- CESSNA 404	Eng Make/Model	- CONTINENTAL GTS10-520	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 8400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 375 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- COMPANY	ON AIRPORT	
Method	- TELETYPE		
Completeness	- WEATHER NOT PERTINENT	Airport Data	
Basic Weather	- VMC	Runway Ident	- N/A
Wind Dir/Speed	- 040/014 KTS	Runway Lth/Wid	- N/A
Visibility	- 7.0 SM	Runway Surface	- N/A
Lowest Sky/Clouds	- UNK/NR	Runway Status	- N/A
Lowest Ceiling	- 600 FT OVERCAST		
Obstructions to Vision	- NONE		
Precipitation	- RAIN SHOWERS		
Condition of Light	- NIGHT(DARK)		

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

Pilot-In-Command	Age - 33	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,ATP	Current - YES	Total - 4103	Last 24 Hrs - 2
SE LAND,ME LAND	Months Since - 12	Make/Model - 498	Last 30 Days - UNK/NR
	Aircraft Type - C-404	Instrument - 769	Last 90 Days - 239
		Multi-Eng - 2200	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE RIGHT PROP STRUCK A PERSON WHO WAS LOADING FREIGHT ONTO THE ACFT. THE PLT REPORTED THAT HE HAD STARTED THE RIGHT ENG TO BRING IT UP TO OPERATING TEMP TO DEFROST THE WINDSCREEN. HE STATED THE ENG HAD BEEN RUNNING FOR APRX 3 MINUTES WHEN HE FELT SOMETHING STRIKE THE ACFT. THE ACFT WAS CHOCKED AND THE BRAKES WERE SET WHEN THE ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 802

5/02/85

INDIANAPOLIS, IN

A/C Reg. No. N68103

Time (Lc1) - 0249 EST

Occurrence PROPELLER/ROTOR CONTACT
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - OTHER PERSON
2. CLEARANCE - NOT MAINTAINED - OTHER PERSON

----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. - 832 6/05/85 ROCHESTER, IN A/C Reg. No. N777YR Time (Lcl) - 1630 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 -LANDING					

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

Make/Model - PIPER PA-31-T	Eng Make/Model - P&W PT6A-135	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 9000	Engine Type - TURBOPROP	
No. of Seats - 10	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - UNK/NR	Last Departure Point MUNCIE, IN	
Method - UNK/NR	Destination	Airport Data
Completeness - UNK/NR	SAME AS ACC/INC	FULTON CO.
Basic Weather - VMC	ATC/Airspace	Runway Ident - 29
Wind Dir/Speed- 320/014 KTS	Type of Flight Plan - IFR	Runway Lth/Wid - 3200/ 60
Visibility - 15.0 SM	Type of Clearance - UNK/NR	Runway Surface - ASPHALT
Lowest Sky/Clouds - 2000 FT SCATTERED	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Lowest Ceiling - 25000 FT BROKEN	FULL STOP	
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)
COMMERCIAL	Current - YES	Total - 10580
SE LAND, ME LAND	Months Since - 5	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 1570
		Multi-Eng - 2390
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHEN THE PLT REDUCED POWER & FLARED, THE ACFT TOUCHED DOWN SHORT OF THE RWY. THE ACFT SUSTAINED SUBSTANTIAL DAMAGE WHEN THE LANDING GEAR STRUCK THE EDGE OF THE RAISED RWY SURFACE.

Brief of Accident (Continued)

File No. - 832

6/05/85

ROCHESTER, IN

A/C Reg. No. N777YR

Time (Lc1) - 1630 EST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 3. FLARE - PREMATURE - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - RUNWAY
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 809 7/23/85 CULVER, IN A/C Reg. No. N32858 Time (Lcl) - 0915 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

Crew
Pass

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

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

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2050
No. of Seats - 2

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- 100/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

FLEET FIELD
Runway Ident - 08
Runway Lth/Wid - 2500/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 16
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 - 16 Last 24 Hrs - 2
Make/Model- 16 Last 30 Days- 16
Instrument- 0 Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ATTEMPTING HIS FIRST SOLO LANDING AND HAD DIFFICULTY CORRECTING FOR THE CROSSWIND. WHEN HE WAS OVER THE THRESHOLD, HE INITIATED A GO-AROUND. THE ACFT DRIFTED TO THE LEFT OF THE RWY AND COLLIDED WITH TREES 200 FT FROM THE RWY CENTERLINE. DURING PHONE CONVERSATION WITH THE STUDENT, HE HAD MISCONCEPTIONS ABOUT CONTROL INPUTS DURING CROSSWIND LANDINGS.

Brief of Accident (Continued)

File No. - 809

7/23/85

CULVER, IN

A/C Reg. No. N32858

Time (Lc1) - 0915 EST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
3. PROCEDURE INADEQUATE, CONDITION(S)/STEP(S) INSUFFICIENTLY DEFINED - FLIGHT INSTRUCTOR (ON GROUND)
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)
6. OBJECT - TREE(S)
7. GO-AROUND - INITIATED - PILOT IN COMMAND
8. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 ON GROUND 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) 2,4,5,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 948 5/17/85 COLUMBUS,KS A/C Reg. No. NGSKSB Time (Lcl) - 1200 CDT

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

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

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

Make/Model - AIRSHIP INDUSTRIES SKYSHIP	Eng Make/Model - PORSCHE 930	ELT Installed/Activated - YES/YES
Landing Gear - UNK/NR	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 11574	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TULSA,OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	OLATHE,KS	
Wind Dir/Speed- 350/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 7000 FT SCATTERED	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 - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 2645
ME LAND	Months Since - 2	Last 24 Hrs - UNK/NR
AIRSHIP	Aircraft Type - 500	Make/Model- 207
		Instrument- 272
		Last 30 Days- UNK/NR
		Last 90 Days- 61

Instrument Rating(s) - UNK/NR

-----Narrative-----

IN CRUISE FLT NEARING COLUMBUS, KANSAS THE PLT AT THE CONTROLS OF THE AIRSHIP EXPERIENCED A PITCHING UP OF THE AIRSHIP'S NOSE. THE ELEVATOR CONTROL DID NOT RESPOND TO THE PLT INPUT TO COUNTER THE NOSE UP PITCH. ALSO NOTED WAS A LOSS OF PRESSURE FROM THE REAR HELIUM FILLED ENVELOPE. THE AIRSHIP DESCENDED WITHOUT CONTROL UNTIL STRIKING TRESS WHICH STOPPED IT. EXAMINATION OF THE ELEVATOR SHOWED THE FAILURE OF THE LEADING EDGE SPAR WITH MOVEMENT OF A PORTION OF THE SPAR PENETRATING THE REAR ENVELOPE.

Brief of Accident (Continued)

File No. - 948

5/17/85

COLUMBUS,KS

A/C Reg. No. NGSKSB

Time (Lcl) - 1200 CDT

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

Finding(s)

1. FLIGHT CONTROL,ELEVATOR - DISABLED
 2. FLIGHT CONTROL,ELEVATOR - OVERLOAD
 3. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN - MANUFACTURER
 4. BALLOON EQUIPMENT,ENVELOPE - PENETRATED
 5. BALLOON EQUIPMENT,ENVELOPE - OUTPUT LOW
-

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

Finding(s)

6. OBJECT - TREE(S)
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 888 5/27/85 GODDARD,KS A/C Reg. No. N95623 Time (Lcl) - 1737 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 Minor
0 1
0 1

None
0
0

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

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1650
No. of Seats - 2

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

ELT Installed/Activated - YES/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- 160/006 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 45000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OAKLEY,KS
Destination
WICHITA,KS

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 - DIRT
Runway Status - DRY
HIGH VEGETATION

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

Pilot-In-Command

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

Age - 52
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

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

Total - 1000
Make/Model- 100
Instrument- 10
Last 24 Hrs - 9
Last 30 Days- UNK/NR
Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

ON A FINAL LEG OF A X-COUNTRY FLT, THE ENG OF THE ACFT BEGAN TO FAULTER FINALLY QUITTING A FEW MINUTES LATER. THE SUBSEQUENT FORCED LANDING RESULTED IN THE ACFT NOSING OVER. AN INSPECTION OF THE ACFT REVEALED A RESIDUAL AMT OF FUEL IN THE WING FUEL TANKS. ADDITIONAL INSPECTION OF THE ENG SYSTEMS REVEALED A QUANTITY OF WATER WITHIN THE CARBURETOR FUEL BOWL. THE PLT REPORTEDLY ENCOUNTERED A SIMILAR ENG FAULTERING ON THE FIRST LEG OF THE X-COUNTRY FLT. A GREATER FUEL QUANTITY WAS AVAILABLE ON THIS EARLIER LEG, AND NO TOTAL LOSS OF PWR WAS EXPERIENCED.

Brief of Accident (Continued)

File No. - 888

5/27/85

GODDARD,KS

A/C Reg. No. N95623

Time (Lc1) - 1737 CDT

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

Finding(s)

1. FLUID,FUEL - CONTAMINATION
 2. FLUID,FUEL - WATER
 3. FLUID,FUEL - LOW LEVEL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 951 6/01/85 ALBERT,KS A/C Reg. No. N6426B Time (Lcl) - 1520 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED					
Type of Operation - PERSONAL	Fire	Crew	Fatal	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0	0
Accident Occurred During -MANEUVERING						

-----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 - 1500	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	BELOIT,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ELLINGWOOD,KS	Runway Ident - N/A
Wind Dir/Speed- 340/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	ROUGH
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 18	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 68
SE LAND	Months Since - 6	Last 24 Hrs - 1
	Aircraft Type - C-152	Make/Model- 32
		Last 30 Days- 2
		Instrument- 2
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

WHILE MANEUVERING TO REVERSE DIRECTIONS THE ACFT STALLED DESCENDING AND IMPACTING THE GROUND IN A STEEP DIVE.
THE PLT WAS ON THE FINAL LEG OF HIS CROSS-COUNTRY FLT.

Brief of Accident (Continued)

File No. - 951

6/01/85

ALBERT,KS

A/C Reg. No. N6426B

Time (Lc1) - 1520 CDT

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

Finding(s)

1. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. LEVEL OFF - NOT ATTAINED - PILOT IN COMMAND
-

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

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) 2,3

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. - 968 6/19/85 KINGMAN,KS A/C Reg. No. N4974K Time (Lcl) - 1225 CDT

-----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

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

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

Make/Model - RYAN NAVION A	Eng Make/Model - CONTINENTAL E185	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3233	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 205 HP	

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 340/008 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KINGMAN,KS
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND,ME LAND

Age - 55

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

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

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER DEPARTING A PVT STRIP THE ACFT WAS OBSERVED TO PERFORM SOME LOW ALTITUDE AEROBATIC MANEUVERS. THE MANEUVERS CONSISTED OF TWO SNAP ROLLS AT ABOUT 100 FEET OFF THE GROUND. THE ACFT WAS OBSERVED DESCENDING STEEPLY ON THE SECOND ROLL MANEUVER UNTIL STRIKING THE GROUND. THE ENSUING IMPACT WITH THE GROUND AND POST CRASH FIRE DESTROYED THE AIRCRAFT. NO MECHANICAL DESCREPANCY WAS NOTED WITH THE ACFT CONTROL SYSTEMS.

Brief of Accident (Continued)

File No. - 968

6/19/85

KINGMAN,KS

A/C Reg. No. N4974K

Time (Lcl) - 1225 CDT

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

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
 2. ALTITUDE - IMPROPER - PILOT IN COMMAND
 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 4. MANEUVER - EXCESSIVE - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 980 8/12/85 OAKLEY,KS A/C Reg. No. N8541S Time (Lcl) - 2030 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

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

Make/Model - AIRTRACTOR AT301
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 5000
No. of Seats - 1

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 150/005 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
OAKLEY,KS
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 - DIRT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 35

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 6940

Make/Model- 1376

Instrument- UNK/NR

Multi-Eng - 90

Last 24 Hrs - 6

Last 30 Days- UNK/NR

Last 90 Days- 203

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N8541S COLLIDED WITH A FENCE AND CRASHED WHILE ATTEMPTING A FORCED LANDING. THE PLT REPORTS THAT IT TOOK LONGER THAN EXPECTED TO DISPENSE HIS CHEMICAL LOAD AND HE WAS CRITICALLY LOW ON FUEL WHEN HE DEPARTED THE WORKING AREA FOR THE ARPT. HE GOT TO WITHIN 2 1/2 MI OF THE ARPT WHEN THE ENG QUIT DUE TO FUEL EXHAUSTION.

Brief of Accident (Continued)

File No. - 980

8/12/85

OAKLEY,KS

A/C-Reg. No. N8541S

Time (Lcl) - 2030 CDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
 4. PRECAUTIONARY LANDING - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. OBJECT - FENCE
 6. TERRAIN CONDITION - NONE SUITABLE
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 979 8/12/85 MENLO,KS A/C Reg. No. N4936Q Time (Lcl) - 2000 CDT

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

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

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

Make/Model - CESSNA A188B	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - 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	COLBY,KS	
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 - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3300
SE LAND	Months Since - 18	Make/Model- 2300
	Aircraft Type - PA28160	Instrument- 0
		Last 24 Hrs - 7
		Last 30 Days- UNK/NR
		Last 90 Days- 300

Instrument Rating(s) - NONE

-----Narrative-----

PLT REPORTS THAT THE ENG GRADUALLY LOST POWER DURING A SWATH TURN AROUND. A LANDING ON A NEARBY ROAD APPEARED POSSIBLE BUT THE ENG QUIT AND THE ACFT CRASHED IN A CORN FIELD. POST ACCIDENT EXAMINATION BY AN FAA INSPECTOR FAILED TO REVEAL ANY EVIDENCE TO EXPLAIN THE REPORTED LOSS OF POWER.

Brief of Accident (Continued)

File No. - 979

8/12/85

MENLO,KS

A/C Reg. No. N4936Q

Time (Lcl) - 2000 CDT

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

Finding(s)

1. UNDETERMINED

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

Finding(s)

2. TERRAIN CONDITION - CROP
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. - 953 5/25/85 JEFFERSONVILLE,KY A/C Reg. No. N7717F Time (Lcl) - 1000 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
1

Serious
1
0

Minor
0
0

None
0
0

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 290/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LOUISVILLE,KY
Destination
JEFFERSONVILLE,KY

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 - DIRT
Runway Status - DRY
SOFT

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

Pilot-In-Command

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

Age - 43

Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - 150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 160 Last 24 Hrs - 2
Make/Model- 147 Last 30 Days- 17
Instrument- 2 Last 90 Days- 58

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND IN A STEEP NOSE DOWN ATTITUDE WHILE BANKING TO THE LEFT. THE ACFT WAS IN THE PROCESS OF MAKING AN APPROACH TO LAND IN AN OFF ARPT PASTURE WHICH WAS NOT NORMALLY USED FOR ACFT OPERATIONS. NO MECHANICAL REASONS FOR THE ACCIDENT WERE FOUND.

Brief of Accident (Continued)

File No. - 953

5/25/85

JEFFERSONVILLE,KY

A/C Reg. No. N7717F

Time (Lc1) - 1000 EDT

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. PLANNED APPROACH - POOR - PILOT IN COMMAND
3. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
4. MANEUVER - EXCESSIVE - PILOT IN COMMAND
5. STALL - UNCONTROLLED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, ANXIETY/APPREHENSION - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND

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

Finding(s)

8. TERRAIN CONDITION - HIGH VEGETATION
9. TERRAIN CONDITION - RISING

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 931 7/02/85 OWENSBORO, KY A/C Reg. No. N1534C Time (Lcl) - 1940 CDT

-----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	1	0
					1

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

Make/Model - BALLOON WORKS FIREFLY 7	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 1660	Engine Type - N/A	
No. of Seats - 1	Rated Power - N/A	

-----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	LOCAL	UNKNOWN
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- HAZE		SOFT
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - NO MEDICAL	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 208	Last 24 Hrs - 0
	Months Since - 11	Make/Model- 208	Last 30 Days- UNK/NR
FREE BALLOON	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

PILOT LAUNCHED BALLOON FROM COLLEGE CAMPUS WITH TWO PAX. FLEW FOR 35 MINUTES. DURING FLIGHT HE RADIOED GROUND CREW WHICH WAS AT LANDING SITE. DURING DESCENT PILOT SAW UTILITY WIRES PREVIOUSLY UNNOTICED. PARACHUTE WAS VENTD TO INCREASE DESCENT RATE AND AVOID WIRES. BALLOON LANDED HARD AND BOUNCED INTO WIRES. ELECTRICAL ARCING SEVERED BASKET CABLES DROPPING BASKET 20 FEET TO GROUND.

Brief of Accident (Continued)

File No. - 931

7/02/85

OWENSBORO, KY

A/C Reg. No. N1534C

Time (Lc1) - 1940 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. UNSAFE/HAZARDOUS CONDITION WARNING - NOT ISSUED - GROUND PERSONNEL

----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. - 1000 4/25/85 SULPHUR, LA A/C Reg. No. N3475K Time (Lcl) - 0800 CST

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

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

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

Make/Model	- PIPER J-3C-65	Eng Make/Model	- CONTINENTL A-65	ELT Installed/Activated	- UNK/NR
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1220	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 65 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	ORANGE COUNTY, TX	Runway Ident
Wind Dir/Speed	ATC/Airspace	- N/A
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Surface
Lowest Ceiling	Type of Clearance	- GRASS/TURF
Obstructions to Vision	- NONE	Runway Status
Precipitation	Type Apch/Lndg	- DRY
Condition of Light	- STRAIGHT-IN	ROUGH

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

Pilot-In-Command	Age - 29	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 133
SE LAND	Months Since - 5	Make/Model	- 39
	Aircraft Type - UNK/NR	Instrument	- 2
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED HE HAD TAKEN OFF TO THE SOUTH INTO THE WIND. HE MADE A TURN TO THE WEST TO CLEAR TREES. AT ABOUT 150 FEET THE AIRCRAFTS CLIMB ABILITY DETERIORATED SO HE TURNED BACK INTO THE WIND BUT THE NOSE DROPPED STALLED AND THE AIRCRAFT ENTERED A SPIN. THE PILOT TRIED TO RECOVER BUT WAS UNSUCCESSFUL WITH THE AIRCRAFT IMPACTING IN A PLOWED FIELD.

Brief of Accident (Continued)

File No. - 1000

4/25/85

SULPHUR, LA

A/C Reg. No. N3475K

Time (Lcl) - 0800 CST

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 3. WEATHER CONDITION -
 4. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
 5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

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

Finding(s)

6. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

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

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

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. - 820

6/01/85

KAPLAN, LA

A/C Reg. No. N7371

Time (Lc1) - 1230 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire
NONE

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

Make/Model - GRUMMAN G-164A

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 6075

No. of Seats - 1

Eng Make/Model - P&W R1340

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 600 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 270/010 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ABBEVILLE, LA

Destination

SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

FORKED ISLAND

Runway Ident - 14

Runway Lth/Wid - 1800

Runway Surface - GRAVEL

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 43

Biennial Flight Review

Current - YES

Months Since - 10

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 LEFT BRAKE FAILED DURING THE LANDING ROLL. THE ACFT VEERED TO THE RIGHT OF THE RWY AND GROUND LOOPED. DURING THE GROUNDLOOP, THE LEFT TIRE BLEW AND THE TAIL WHEEL SPRING BOLT ASSEMBLY FAILED. CAUSE OF THE BRAKE FAILURE WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 820

6/01/85

KAPLAN, LA

A/C Reg. No. N7371

Time (Lc1) - 1230 CDT

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

Finding(s).

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, PARTIAL
2. LANDING GEAR, NORMAL BRAKE SYSTEM - UNDETERMINED
3. WEATHER CONDITION - CROSSWIND
4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
6. LANDING GEAR, TIRE - FAILURE, TOTAL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 824 6/22/85 VILLE PLATTE, LA A/C Reg. No. N53958 Time (Lcl) - 1430 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - BELLANCA 7ECA
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 HP

ELT Installed/Activated - YES-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- 135/007 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OPELOUSAS, LA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 22
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 430
Last 24 Hrs - UNK/NR
Make/Model- 20
Last 30 Days- UNK/NR
Instrument- 46
Last 90 Days- 80
Multi-Eng - 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD RENTED THE ACFT FOR A LOCAL FLT AND WAS OBSERVED BY GROUND WITNESSES TO HAVE FLOWN VERY LOW (50 FT AGL) OVER MILLER LAKE WHEN THE LEFT WING STRUCK A TREE. THE ACFT CONTINUED FOR APRX 50 FT IN A LEFT WING LOW ATTITUDE BEFORE STRIKING ANOTHER TREE, DESCENDING TO THE GROUND AND BURSTING INTO FLAMES.

Brief of Accident (Continued)

File No. - 824

6/22/85

VILLE PLATTE, LA

A/C Reg. No. N53958

Time (Lc1) - 1430 CDT

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

Finding(s)

1. OBJECT - TREE(S)
 2. BUZZING - INTENTIONAL - PILOT IN COMMAND
 3. LOW PASS - INTENTIONAL - PILOT IN COMMAND
 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 814 7/03/85 TALLULAH, LA A/C Reg. No. N8375 Time (Lc1) - 1520 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	0	1	0
Flight Conducted Under -10 CFR 137	ON GROUND	Pass 0	0	0	0
Accident Occurred During -DESCENT					

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

Make/Model - GRUMMAN G-164A	Eng Make/Model - P&W R-985-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3600	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 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 - 4000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - UNK/NR
SE LAND	Months Since - 21	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 95
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 60
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING INITIAL CLIMB AFTER TAKEOFF, THE AG PLT REALIZED THAT HE COULD NOT CLEAR WIRES AT THE END OF THE RWY. THE PLT DUMPED HIS LOAD OF FERTILIZER AND ATTEMPTED TO MANEUVER AROUND THE WIRES, HOWEVER DURING THE MANEUVER, THE ACFT STALLED. INVESTIGATION REVEALED THAT GROUND PERSONNEL HAD SUBSTITUTED AMMONIUM NITRATE FOR UREA IN THE FERTILIZER LOAD, INCREASING THE ACFT'S GROSS WEIGHT BY 800 LBS. THE PLT WAS NOT MADE AWARE OF THE SUBSTITUTION PRIOR TO TAKEOFF. BY VOLUME, AMMONIUM NITRATE IS HEAVIER THAN UREA.

Brief of Accident (Continued)

File No. - 814

7/03/85

TALLULAH, LA

A/C Reg. No. N8375

Time (Lcl) - 1520 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - GROUND PERSONNEL
2. AIRCRAFT SERVICE - IMPROPER - GROUND PERSONNEL
3. CREW/GROUP COORDINATION - NOT MAINTAINED - GROUND PERSONNEL
4. CREW/GROUP BRIEFING - NOT FOLLOWED - GROUND PERSONNEL
5. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 819 7/25/85 BONITA, LA A/C Reg. No. N23257 Time (Lcl) - 0830 CDT

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

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

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

Make/Model - AIR TRACTOR AT301	Eng Make/Model - P&W R1340-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 5000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 650 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BONITA, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 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 - UNK/NR	Type Apch/Lndg - NONE	Runway Status - SOFT
Obstructions to Vision- NONE		ROUGH
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4228
SE LAND	Months Since - 16	Make/Model- 1492
	Aircraft Type - UNK/NR	Instrument- 40
		Last 24 Hrs - 10
		Last 30 Days- UNK/NR
		Last 90 Days- 200

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE WAS THE SECOND OF TWO ACFT IN A FORMATION TAKEOFF AND HE ENCOUNTERED SEVERE WAKE TURBULENCE FROM THE OTHER ACFT (SAME TYPE). HE STATED THAT HE DUMPED HIS LOAD OF CHEMICALS BUT COULD NOT GET ABOVE THE PWR CURVE AND THE ACFT SETTLED INTO A BEAN FLD WHILE IN A THREE POINT ATTITUDE AND FLIPPED INVERTED.

Brief of Accident (Continued)

File No. - 819

7/25/85

BONITA,LA

A/C Reg. No. N23257

Time (Lcl) - 0830 CDT

Occurrence #1 VORTEX TURBULENCE ENCOUNTERED
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND

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

Finding(s)

2. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
3. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

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

Occurrence #4 NOSE OVER
Phase of Operation OTHER

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

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

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. - 989 5/04/85 BARRE,MA A/C Reg. No. N4429W Time (Lcl) - 1430 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 - CENTRAIR 101A	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 3550	Engine Type - N/A	
No. of Seats - 1	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	SAME AS ACC/INC	BARRE HILLER
Wind Dir/Speed- 290/015 KTS	ATC/Airspace	Runway Ident - 24
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 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 - 34	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - UNK/NR
	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
GLIDER	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT ENCOUNTERED WINDSHEAR DURING THE APPROACH TO LAND AND LANDED IN TREES. BY THE TIME THE PLT REALIZED HIS SITUATION IT WAS TOO LATE AND HIS WING TIP HIT A TREE TOP. THE ACFT CAMP TO REST IN TREES.

Brief of Accident (Continued)

File No. - 989

5/04/85

BARRE,MA

A/C Reg. No. N4429W

Time (Lc1) - 1430 EDT

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

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
2. STALL - INADVERTENT - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. WIND INFORMATION - NOT IDENTIFIED - PILOT IN COMMAND
5. WEATHER EVALUATION - NOT FOLLOWED - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 883 6/20/85 NORFOLK, MA A/C Reg. No. N2306C Time (Lcl) - 0900 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	2	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

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

Make/Model - CESSNA 182RG	Eng Make/Model - LYCOMING O-540-J3C5D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point NORFOLK, MA	
Method - N/A	Destination LOCAL	Airport Data NORFOLK
Completeness - N/A		Runway Ident - 36
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 2700/ 150
Wind Dir/Speed- 360/005 KTS	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - UNK/NR	Type of Clearance -	Runway Status - DRY
Lowest Sky/Clouds - 5000 FT SCATTERED	Type Apch/Lndg - TOUCH AND GO	
Lowest Ceiling - UNK/NR		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - UNK/NR	Total - 1215
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 260
		Instrument- 83
		Multi-Eng - 50
		Last 30 Days- UNK/NR
		Last 90 Days- 68

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS UNINTENTIONALLY LANDED WITH THE GEAR RETRACTED. A CFI AND A PVT PLT WERE ON BOARD AT THE TIME OF THE ACCIDENT. THE PVT PLT IN THE LEFT SEAT WAS FLYING THE ACFT AND ON THE THIRD LANDING FAILED TO EXTEND THE GEAR. THE CFI IN THE RIGHT SEAT WAS ADJUSTING A NEW INTERCOM AT THE TIME A DID NOT NOTE THE POSITION OF THE LANDING GEAR BEFORE TOUCHDOWN.

Brief of Accident (Continued)

File No. - 883

6/20/85

NORFOLK,MA

A/C Reg. No. N2306C

Time (Lc1) - 0900 EDT

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

Finding(s)

1. GEAR EXTENSION - NOT PERFORMED - COPILOT
 2. CHECKLIST - NOT FOLLOWED - COPILOT
-

-----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. - 905 7/18/85 NANTUCKET, MA A/C Reg. No. N8247A Time (Lc1) - 2053 EDT

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

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

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

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D36	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	NORWOOD, MA	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	NANTUCKET MEM.
Wind Dir/Speed- 050/010 KTS	ATC/Airspace	Runway Ident - 24
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - 6303/ 150
Lowest Sky/Clouds - PART OBS	Type of Clearance - IFR	Runway Surface - MACADAM
Lowest Ceiling - OBSCURED	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)
COMMERCIAL,CFI	Current - YES	Total - 426
SE LAND	Months Since - 5	Make/Model- 251
	Aircraft Type - PA28161	Instrument- 54
		Multi-Eng - 9
		Last 24 Hrs - UNK/NR
		Last 30 Days- 9
		Last 90 Days- 28

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS OBSERVED IN A MEDIUM LEFT BANK TURNING THROUGH A SOUTH SOUTHWEST HEADING AS IT APPEARED FROM THE CLOUDS. THE ACFT CONTINUED TO DESCEND IN THAT ATTITUDE UNTIL IT COLLIDED WITH THE TREES ABOUT 3.5 MILES SOUTHEAST OF THE ARPT. THE PLT AND PASSENGER WERE HELPED OUT OF THE WRECKAGE BY A LOCAL PLT AND EMERGENCY PERSONNEL.

Brief of Accident (Continued)

File No. - 905

7/18/85

NANTUCKET,MA

A/C Reg. No. N8247A

Time (Lc1) - 2053 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. OBJECT - TREE(S)
 2. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
 3. PROPER ALTITUDE - DISREGARDED - PILOT IN COMMAND
 4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 5. MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

6. DESCENT - UNCONTROLLED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 991 7/24/85 PLYMOUTH,MA A/C Reg. No. N2039T Time (Lcl) - 1405 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 -APPROACH					

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

Make/Model - SCHWEIZER SGS 2-33A	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 - 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	SAME AS ACC/INC	PLYMOUTH
Wind Dir/Speed- 012/012 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 50
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 - 64	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE,COMMERCIAL	Current - YES	Total - 3500
SE LAND,ME LAND	Months Since - 23	Make/Model- 3
	Aircraft Type - UNK/NR	Instrument- 300
		Multi-Eng - 25
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 23

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS TOWED TO AN ALT OF 3000 FT. THE PLT SET UP FOR LANDING AND ENTERED THE PATTERN AT THE INITIAL POINT AT ABOUT 1200 FT. THE APCH WENT NORMALLY UNTIL THE BASE LEG. AFTER TURNING ONTO THE BASE LEG, THE PLT EXPERIENCED A HIGH SINK RATE. THE PLT ATTEMPTED TO EXTEND THE GLIDE BY INCREASING THE AIRSPEED AND TURNING DIRECTLY TO THE FINAL LEG. THE ACFT COLLIDED SHORT OF THE RWY IN A WOODED AREA.

Brief of Accident (Continued)

File No. - 991

7/24/85

PLYMOUTH,MA

A/C Reg. No. N2039T

Time (Lcl) - 1405 EDT

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. DESCENT - UNCONTROLLED - PILOT IN COMMAND

2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 898 7/29/85 LAWRENCE, MA A/C Reg. No. N32741 Time (Lcl) - 1850 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	2	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	0	0	0
Accident Occurred During -STANDING					

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

Make/Model - PIPER PA-28-151	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 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	LAWRENCE MUNI.
Wind Dir/Speed- 230/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 7000
SE LAND,ME LAND,SE SEA	Months Since - 12	Make/Model- 1000
	Aircraft Type - UNK/NR	Instrument- 1000
		Multi-Eng - 1500
		Last 24 Hrs - 8
		Last 30 Days- UNK/NR
		Last 90 Days- 300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER REFUELING THE ACFT, THE PLT ATTEMPTED TO START THE ENG WITH THE THROTTLE FULL OPEN AND THE MIXTURE AT IDLE CUT OFF. THE INSTRUCTOR THOUGHT THE ENG WAS VAPOR LOCKED AND WAS GOING TO DRAIN THE GASCOLATOR WHEN HE NOTICED A FIRE IN THE CARBURETOR AIRBOX. THE INSTRUCTOR ATTEMPTED TO PUT OUT THE FIRE BY CRANKING THE ENG WITH THE FUEL OFF. A PORTABLE FIRE EXTINGUISHER WAS THEN USED BY THE INSTRUCTOR. THE FIRE DID NOT SPREAD BUT WAS NOT EXTINGUISHED DUE TO THE LOCATION. WHEN THE EXTINGUISHER WAS EXHAUSTED, THE FIRE SPREAD TO THE ACFT INTERIOR. THE NORTH ANDOVER FIRE DEPT ARRIVED AND EXTINGUISHED THE FIRE. LAWRENCE MUNICIPAL ARPT DID NOT HAVE FIRE QUIPMENT AVAILABLE.

Brief of Accident (Continued)

File No. - 898

7/29/85

LAWRENCE, MA

A/C Reg. No. N32741

Time (Lc1) - 1850 EDT

Occurrence FIRE
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)
1. FUEL SYSTEM, CARBURETOR - FIRE
2. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 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. - 936 2/10/85 OCEAN CITY, MD A/C Reg. No. N68192 Time (Lcl) - 1450 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Serious	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 152-II	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 - FSS	Last Departure Point	ON AIRSTRIP
Method - TELEPHONE	TAPPAHANOK, VA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	OCEAN CITY, MD	OCEAN CITY
Wind Dir/Speed- 300/011 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 12.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 4070/ 75'
Lowest Sky/Clouds - 25000 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 - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 44
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 42
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A STUDENT SOLO X-COUNTRY FLIGHT, THE PLT EXPERIENCED VERTICAL GUSTING CONDITIONS DURING THE SECOND LANDING PATTERN, FOLLOWING AN INITIAL GO-AROUND. FEARING A HARD LANDING DUE TO A SEVERE GUST, THE PLT ABRUPTLY APPLIED FULL BACK PRESSURE ON THE STICK, ALTHOUGH THE ACFT WAS STILL APPROXIMATELY 50 FEET ABOVE THE RWY. THIS RESULTED IN A STALL, ACCORDING TO THE PLT. THE ACFT IMPACTED THE CENTER OF RWY 32 AND SKIDDED ABOUT 800 FEET DOWN THE RWY BEFORE COMING TO A REST.

Brief of Accident (Continued)

File No. - 936

2/10/85

OCEAN CITY, MD

A/C Reg. No. N68192

Time (Lcl) - 1450 EST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 3. WEATHER CONDITION - TURBULENCE
 4. STALL - INADVERTENT - 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. - 940 3/03/85 ANNAPOLIS, MD A/C Reg. No. N8682V Time (Lc1) - 1350 EST

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

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

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

Make/Model - BELLANCA 7-ECA CITABRIA	Eng Make/Model - LYCOMING O-235-4	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 115 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - PATWAS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	COLLEGE PARK, MD	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	LEE
Wind Dir/Speed- 070/006 KTS	ATC/Airspace	Runway Ident - 12
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 2550/ 50
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - UNK/NR
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 - 313
SE LAND	Months Since - 2	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 44
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

DURING FINAL APCH TO RWY 30, A GO-AROUND WAS EXECUTED DUE TO A SHIFT IN WIND DIRECTION, ACCORDING TO THE PLT. HE SUBSEQUENTLY ENTERED THE PATTERN FOR RWY 12, MADE A FULL STOP LNDG WITH NO DIFFICULTIES, AND TOOK OFF AGAIN FOR A PLANNED TOUCH AND GO ON THE NEXT LANDING. DURING THE FLARE THE LEFT WING LIFTED IN RESPONSE TO A WIND GUST AND SHIFT, THE PLT LATER STATED. CORRECTIVE CONTROL INPUTS WERE APPLIED WHICH RESULTED IN A LEFT BANK AND CORRESPONDING DRIFT AS THE ACFT LANDED. FULL POWER WAS APPLIED TO INITIATE THE TOUCH AND GO BUT AFTER OBSERVING LITTLE AIRSPEED INCREASE AND BEING UNABLE TO RAISE THE TAIL, THE PLT ABORTED THE TAKEOFF. THE ACFT CONTINUED ITS LEFT DRIFT AND THE LEFT MAIN LNG GEAR COLLAPSED AS THE AIRPLANE LEFT THE RUNWAY.

Brief of Accident (Continued)

File No. - 940

3/03/85

ANNAPOLIS, MD

A/C Reg. No. N8682V

Time (Lc1) - 1350 EST

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

Finding(s)

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

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

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) 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. - 956 5/21/85 GAITHERSBURG, MD A/C Reg. No. N6529L Time (Lcl) - 0720 EDT

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-12C	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 Wx Briefing - PATWAS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 220/009 KTS Visibility - 8.0 SM Lowest Sky/Clouds - 9000 FT Lowest Ceiling - 9000 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point GAITHERSBURG, MD Destination GAITHERSBURG, MD ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - TRAFFIC PATTERN FULL STOP	Airport Proximity ON AIRPORT Airport Data MONTGOMERY COUNTY AIRPARK Runway Ident - 32 Runway Lth/Wid - 4200/ 75 Runway Surface - MACADAM Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 38 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 20 Make/Model- 20 Instrument- 2 Last 24 Hrs - 1 Last 30 Days- 16 Last 90 Days- 19
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT PREFLDD THE ACFT IAW A CHECKLIST AND DID NOT NOTE ANY ABNORMALITIES. FOLLOWING A NORMAL TKOF THE PLT REMAINED IN THE TRAFFIC PATTERN, EXPERIENCING NO COMPLICATIONS UNTIL TOUCHDOWN. THE WINDS RECORDED AT BWI WERE OUT OF 220 DEGREES AT 8 KNOTS. THE PLT LNDD TO THE LEFT OF THE CENTERLINE OF RWY 32, TOUCHING DOWN ON THE MAIN GEAR FIRST, FOLLOWED IMMEDIATELY BY THE NOSEWHEEL CONTACTING THE RWY. AFTER THE NOSEWHEEL TOUCHED DOWN THE ACFT VEERED TO THE LEFT AND CONTINUED OFF THE SIDE OF THE RWY AND NOSED OUR IN MUDDY GRASS.

Brief of Accident (Continued)

File No. - 956

5/21/85

GAITHERSBURG,MD

A/C Reg. No. N6529L

Time (Lc1) - 0720 EDT

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

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. LEVEL OFF - MISJUDGED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 881 4/15/85 BLUE HILL, ME A/C Reg. No. N9445U Time (Lcl) - 2120 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	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 -DESCENT					

-----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 - UNK/NR
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point BLUE HILL, ME	
Method - N/A	Destination FAIRFIELD, ME	Airport Data BLUE HILL
Completeness - N/A		Runway Ident - 34
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 3000
Wind Dir/Speed- 270/003 KTS	Type of Flight Plan - VFR	Runway Surface - GRASS/TURF
Visibility - 12.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - 5000 FT SCATTERED	Type Apch/Lndg - NONE	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 57
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 57
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT SHORTLY AFTER TAKEOFF AT AN ALT OF APRX 150 FT AGL, THE LEFT WING STALLED. THE ACFT THEN ENTERED A SPIN AND CONTACTED THE TERRAIN IN AN APPROXIMATE 45 DEG NOSE DOWN ATTITUDE.

Brief of Accident (Continued)

File No. - 881

4/15/85

BLUE HILL, ME

A/C Reg. No. N9445U

Time (Lc1) - 2120 EST

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

Finding(s)

1. AIRCRAFT HANDLING - POOR - PILOT IN COMMAND
 2. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. STALL/SPIN - 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) 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. - 897 7/21/85 SNOWPOND, SIDNEY, ME A/C Reg. No. N6668L Time (Lcl) - 1430 EDT

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

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

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

Make/Model	- LAKE LA-4	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	- 2400	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	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	MOOSEHEAD LAKE, ME	
Wind Dir/Speed	- 290/012 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 4500 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- 25000 FT BROKEN	Type Apch/Lndg	- WATER
Obstructions to Vision	- NONE		- WET
Precipitation	- NONE		HIGH VEGETATION
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 47	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 375	Last 24 Hrs - 4
SE LAND	Months Since - 2	Make/Model - 375	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 1	Last 90 Days - 11

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, THE ACFT WAS ON STEP AND IN INDICATING ABOUT 45 KTS AIRSPEED. IT THEN ENCOUNTERED A BOAT WAKE AND BEGAN FLYING. THE ACFT PORPOISED 2 OR 3 TIMES AND THEN COLLIDED WITH THE WATER IN AN ESTIMATED 10 TO 15 DEG NOSE DOWN ATTITUDE. THE PWR WAS OFF. DURING THE COLLISION, THE LEFT PONTOON BECAME DETACHED AND THE ACFT BEGAN TO FILL WITH WATER. THE ACFT SANK IN ABOUT 4 MINUTES ACCORDING TO THE PLT.

Brief of Accident (Continued)

File No. - 897

7/21/85

SNOWPOND, SIDNEY, ME

A/C Reg. No. N6668L

Time (Lc1) - 1430 EDT

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

Finding(s)

1. TERRAIN CONDITION - WATER, ROUGH
 2. ABORTED TAKEOFF - 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) 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. - 903 7/23/85 LIMERICK, ME A/C Reg. No. N8789Z Time (Lcl) - 1730 EDT

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

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

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

Make/Model - CESSNA P206D	Eng Make/Model - CONTINENTAL IO-520-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	LAWRENCE, MA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LIMERICK
Wind Dir/Speed- 310/018 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200 -UNK/NR
Lowest Sky/Clouds - 5500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRAVEL
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 - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 19095
SE LAND, ME LAND, SE SEA	Months Since - 7	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 168
		Instrument- 1989
		Last 30 Days- UNK/NR
		Last 90 Days- 134
		Multi-Eng - 16570

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE SHORT FIELD APPROACH, AS THE AIRCRAFT PASSED OVER THE TREE LINE, THE SINK RATE SUDDENLY INCREASED. THE PILOT APPLIED POWER AND INCREASED THE PITCH BUT THE AIRCRAFT TOUCHING DOWN HARD AND BOUNCED. A SECOND TOUCH DOWN WAS MADE AND AS THE NOSEWHEEL WAS LOWERED, THE PROPELLER STRUCK THE GROUND. THE NOSEWHEEL STRUT DUG INTO THE GRAVEL RUNWAY AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 903

7/23/85

LIMERICK,ME

A/C Reg. No. N8789Z

Time (Lc1) - 1730 EDT

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

Finding(s)
1. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
2. FLARE - NOT CORRECTED - PILOT IN COMMAND

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

Finding(s)
3. LANDING GEAR,NOSE GEAR ASSEMBLY - FAILURE,TOTAL
4. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
5. LANDING GEAR,NOSE GEAR ASSEMBLY - FAILURE,TOTAL
6. RUN ON LANDING - UNCONTROLLED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 896 7/27/85 WEST LEBANON, ME A/C Reg. No. N8951T Time (Lcl) - 1040 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - OTHER WORK USE	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 182C	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	EAST LEBANON
Wind Dir/Speed- 340/010 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
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, CFI	Current - YES	Total - 514
SE LAND	Months Since - 14	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 116
		Instrument- 88
		Last 30 Days- UNK/NR
		Last 90 Days- 116

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER AFTER OVERRUNNING THE AIRSTRIP FOLLOWING A LOSS OF PWR. THE PLT REPORTED THE ENG BEGAN RUNNING ROUGH AND THE APPLICATION OF CARB HEAT DID NOT INCREASE THE PWR. DURING THE LANDING APCH THE ENG BEGAN RUNNIN ROUGHER AND ABOUT 1/2 OF THE NORMAL PWR COULD BE PRODUCED. FULL PWR WAS GAINED ON THE DOWNWIND LEG OF THE PATTERN AND THE PLT ELECTED TO GO-AROUND AS THE ACFT ALT WAS TOO HIGH FOR A LANDING. WHEN APPROACHING THE TURN TO BASE LEG, A TOTAL LOSS OF PWR WAS EXPERIENCED. THE ACFT WAS LANDED MID-FLD ON THE DIRT AIRSTRIP. UNABLE TO STOP, THE ACFT TRAVELED OFF THE END OF THE STRIP WHERE THE NOSE GEAR COLLAPSED AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 896

7/27/85

WEST LEBANON, ME

A/C Reg. No. N8951T

Time (Lc1) - 1040 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. UNDETERMINED

Occurrence #2

FORCED LANDING

Phase of Operation

DESCENT - EMERGENCY

Occurrence #3

OVERRUN

Phase of Operation

LANDING - ROLL

Finding(s)

2. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND

Occurrence #4

NOSE GEAR COLLAPSED

Phase of Operation

LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN

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) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 908 5/23/85 NEW HUDSON,MI A/C Reg. No. N9581U Time (Lcl) - 1530 EDT

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

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

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

Make/Model - GULF STREAM AMERICAN AA-5A	Eng Make/Model - LYCOMING O-320-E2G	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 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	SAME AS ACC/INC	NEW HUDSON
Wind Dir/Speed- 090/008 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2150/ 100
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 139
SE LAND	Months Since - 10	Make/Model- 24
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT INADVERTENTLY ATTEMPTED TO TAKE OFF WITH AT LEAST 21 DEG. OF FLAPS. THE ACFT CLIMBED TO APPROXIMATELY 30-50 FT. AGL AND PASSED OVER A HANGAR ON THE LEFT SIDE OF THE RUNWAY. ONCE PAST THE HANGAR THE ACFT BEGAN A RAPID DESCENT. POST IMPACT FIRE DESTROYED THE RIGHT WING AND COCKPIT.

Brief of Accident (Continued)

File No. - 908

5/23/85

NEW HUDSON, MI

A/C Reg. No. N9581U

Time (Lc1) - 1530 EDT

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

Finding(s)

1. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
4. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
5. LOWERING OF FLAPS - EXCESSIVE - PILOT IN COMMAND
6. RAISING OF FLAPS - NOT ATTAINED - PILOT IN COMMAND
7. OBJECT - TREE(S)

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

Occurrence #3 FIRE/EXPLOSION
Phase of Operation LANDING - ROLL

Finding(s)

8. FUEL SYSTEM - CRACKED
9. FUEL SYSTEM - FIRE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 846 6/14/85 LAMBERTVILLE,MI A/C Reg. No. N8FT Time (Lc1) - 1745 EDT

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

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

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

Make/Model - HANEY POLLIWAGON	Eng Make/Model - REVMaster UNK	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
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 ON AIRPORT
Wx Briefing - UNK/NR	Last Departure Point SAME AS ACC/INC	Airport Data
Method - UNK/NR	Destination LOCAL	TOLEDO SUBURBAN
Completeness - UNK/NR		Runway Ident - 27
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 3258/ 50
Wind Dir/Speed- 240/007 KTS	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 15.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - 6000 FT SCATTERED	Type Apch/Lndg - TRAFFIC PATTERN	
Lowest Ceiling - 10000 FT BROKEN	FULL STOP	
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 - 963
SE LAND	Months Since - 21	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 1
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS UNABLE TO FLARE THE ACFT WITH FULL UP ELEVATOR AND THE NOSE GEAR CONTACTED THE RWY DURING LANDING. THE ACFT BOUNCED AND CONTACTED THE RWY AGAIN RESULTING IN A GEAR COLLAPSE. THE PLT STATED THAT THE ELEVATOR DID NOT PROVIDE THE SAME AMOUNT OF UP TRAVEL AS DESIGNED. IN ADDITION, THE NOSE GEAR EXTENSION WAS LONGER THAN DESIGNED.

Brief of Accident (Continued)

File No. - 846

6/14/85

LAMBERTVILLE, MI

A/C Reg. No. N8FT

Time (Lc1) - 1745 EDT

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

Finding(s)

1. FLARE - INADVERTENT - PILOT IN COMMAND
 2. FLIGHT CONTROL, ELEVATOR - INADEQUATE
 3. MAINTENANCE, ADJUSTMENT - INADEQUATE - PILOT IN COMMAND
 4. LANDING GEAR, NOSE GEAR ASSEMBLY - IMPROPER
 5. MAINTENANCE, INSTALLATION - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

6. LANDING GEAR - OVERLOAD
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 831 6/16/85 DECKERVILLE, MI A/C Reg. No. N57250 Time (Lcl) - 1700 EDT

-----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 -DESCENT			0	0	0	1

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

Make/Model - BOEING A75N1	Eng Make/Model - CONTINENTAL 220	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
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 - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	DECKERVILLE, MI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - SOFT
Obstructions to Vision- NONE		ROUGH
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1065
SE LAND	Months Since - 16	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 66
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 54

Instrument Rating(s) - NONE

-----Narrative-----

PURPOSE OF THE FLT WAS A "FLOUR BOMBING CONTEST". AFTER DROPPING A "FLOUR BOMB" THE PLT ENTERED A RIGHT BANK TO AVOID TREES ALONG THE FLT PATH. THE ACFT THEN STALLED AND IMPACTED THE GROUND ON THE MAIN GEAR AFTER WHICH IT NOSED OVER.

Brief of Accident (Continued)

File No. - 831

6/16/85

DECKERVILLE,MI

A/C Reg. No. N57250

Time (Lc1) - 1700 EDT

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

Finding(s)

1. OBJECT - TREE(S)
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL - UNCONTROLLED - PILOT IN COMMAND
-

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

Occurrence #3 NOSE OVER
Phase of Operation OTHER

Finding(s)

5. TERRAIN CONDITION - SOFT
-

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

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

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. - 803 7/10/85 ALMONT, MI A/C Reg. No. N66944 Time (Lcl) - 1510 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 0
NONE 0

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

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

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

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 340/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 5500 FT
Lowest Ceiling - 5500 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 - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

ALMONT
Runway Ident - 04
Runway Lth/Wid - 2280/ 30
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 52
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 59	Last 24 Hrs	- 1
Make/Model-	49	Last 30 Days-	UNK/NR
Instrument-	1	Last 90 Days-	11

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT STATED THAT DURING TOUCHDOWN THE ACFT BOUNCED BACK INTO THE AIR. ON THE SECOND TOUCHDOWN, THE ACFT SWERVED TO THE LEFT AND DEPARTED THE RWY. IT THEN ROLLED UNTIL THE LEFT WING STRUCK A SMALL TREE, CAUSING SUBSTANTIAL DAMAGE TO THAT WING. THE LANDING RWY HEADING WAS 040 DEGREES AND THE WINDS WERE ESTIMATED TO BE 340 DEGREES AT 10 KNOTS WITH "SLIGHT" GUSTS. HE ALSO STATED THAT LIGHT TURBULENCE EXISTED IN THE TRAFFIC PATTERN AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 803

7/10/85

ALMONT, MI

A/C Reg. No. N66944

Time (Lcl) - 1510 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT ATTAINED - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - PERFORMED - PILOT IN COMMAND
-

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

6. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 860 5/25/85 WASECA,MN A/C Reg. No. N1676D Time (Lcl) - 1100 CDT

-----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	0	
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 170B	Eng Make/Model - CONTINENTAL C-145-2	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	FOREST LAKE,MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WASECA,MN	WASACA
Wind Dir/Speed- 220/015 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3400/ 75
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
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 - UNK/NR	Total - 473
SE LAND	Months Since - UNK/NR	Make/Model- 78
	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 PLT STATED THAT ON FINAL APCH THE X-WIND CORRECTION WAS GOOD AND HE HAD A 45 DEG WIND FROM THE RIGHT AT APRX 15 KTS WITH GUSTS TO 20 KTS. DURING THE FLARE, THE ACFT BALLOONED AND LANDED IN A RIGHT YAW. THE PLT STATED THAT HE THEN ADDED PWR AND LEFT RUDDER AND THE LEFT WING CONTACTED THE RWY. THE ACFT THEN PIVOTED TO THE LEFT AND WENT OFF THE LEFT SIDE OF THE RWY INTO A DITCH. THE ABOVE WIND CONDITIONS PRODUCE A 15 KT X-WIND DURING THE GUSTS. CESSNA CONFIRMED THAT THE CESSNA 170B HAD BEEN TESTED SATISFACTORILY IN X-WINDS UP TO 21 KTS.

Brief of Accident (Continued)

File No. - 860

5/25/85

WASECA, MN

A/C Reg. No. N1676D

Time (Lc1) - 1100 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - EXCESSIVE - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

Finding(s)

6. OBJECT - RUNWAY LIGHT
7. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

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. - 810 6/16/85 STARBUCK, MN A/C Reg. No. N5355Z Time (Lc1) - 1315 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
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-TAXI					1

-----Aircraft Information-----

Make/Model	- PIPER PA-22-108	Eng Make/Model	- LYCOMING O-235-C1B	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1650	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 108 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- 270/010 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAME AS ACC/INC</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>STARBUCK MUNI</p> <p>Runway Ident - 33</p> <p>Runway Lth/Wid - 2512/ 205</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 99
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 99
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

PLT LANDED IN CROSSWIND CONDITIONS, VEERED OFF THE EDGE OF THE RWY ONTO ROUGH, UNLEVELED TERRAIN. THE NOSEWHEEL COLLAPSED AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 810

6/16/85

STARBUCK,MN

A/C Reg. No. N5355Z

Time (Lc1) - 1315 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 NOSE OVER

Phase of Operation TAXI - FROM LANDING

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) 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. - 842 6/19/85 ROSEAU, MN A/C Reg. No. N907OK Time (Lcl) - 2015 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
0

-----Aircraft Information-----

Make/Model - STINSON 108-1
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - FRANKLIN 150
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - PATWAS
Method - TELEPHONE
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BLAINE, MN
Destination
ROSEAU, MN

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 - DIRT
Runway Status - HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 52
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 1574
Make/Model- 1458
Instrument- 52
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT INTENTIONALLY GROUND LOOPED THE ACFT DURING A FORCED LANDING TO AVOID OBSTACLES FOLLOWING A LOSS OF POWER EN ROUTE. APRX 1 1/2 HRS INTO THE FLT THE PLT NOTICED AN ENGINE ROUGHNESS FOLLOWED BY AN INCREASE IN OIL TEMP WHICH RETURNED TO NORMAL SHORTLY THEREAFTER. ABOUT 1 HR LATER, A 25 RPM DECREASE AND ENGINE ROUGHNESS WAS EXPERIENCED. A CONTINUED DECREASE IN RPM WAS EXPERIENCED THROUGHOUT THE NEXT 1/2 HR AND THE PLT LEANED THE MIXTURE AND TURNED THE CARB HEAT ON AND OFF IN AN ATTEMPT TO REGAIN POWER. A TOTAL LOSS OF POWER WAS THEN EXPERIENCED AND THE FORCED LANDING WAS INITIATED. AN ICING PROBABILITY CHART INDICATES THE EXISTING TEMP (70 DEGS F) AND THE DEW POINT (55 DEGS F) WHERE CONDUCIVE TO CARB ICE. NO MECHANICAL FAILURE/MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 842

6/19/85

ROSEAU, MN

A/C Reg. No. N907OK

Time (Lc1) - 2015 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. FUEL SYSTEM, CARBURETOR - ICE
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 857 6/26/85 LAKEVILLE,MN A/C Reg. No. N3094G Time (Lcl) - 1357 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BELL 47G-4	Eng Make/Model - LYCOMING VO-540-B1B3	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	AIRLAKE
Wind Dir/Speed- 280/006 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 1800 FT	Type of Clearance - NONE	Runway Surface - METAL/WOOD
Lowest Ceiling - 1800 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 - 21	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1853
SE LAND,ME LAND	Months Since - 1	Make/Model- 25
HELICOPTER	Aircraft Type - 269	Instrument- 206
		Multi-Eng - 334
		Last 24 Hrs - UNK/NR
		Last 30 Days- 65
		Last 90 Days- 140
		Rotorcraft - 169

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS BEING LANDED ON A TRAILER FOR TRANSPORTATION. UPON TOUCHDOWN THE RIGHT SKID HOOKED ON THE LANDING GUIDES AND THE HELICOPTER ROLLED TO THE RIGHT SIDE. THE MAIN ROTOR BLADES STRUCK THE GROUND, THE LEFT FUEL TANK RUPTURED AND AN EXPLOSION AND FIRE ENSUED.

Brief of Accident (Continued)

File No. - 857

6/26/85

LAKEVILLE, MN

A/C Reg. No. N3094G

Time (Lc1) - 1357 CDT

Occurrence #1 ROLL OVER

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. OBJECT - VEHICLE

2. PROPER ALIGNMENT - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 950 4/15/85 GRAY SUMMIT, MO A/C Reg. No. N7244S Time (Lcl) - 1430 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
Crew 1	0	0	0
Pass 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 A-36
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - LYCOMING IO-550-B
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 330/005 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - 2000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ST. CLAIR, MO

Destination

ST. LOUIS, MO

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND

HELICOPTER

Age - 68

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - A-36

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 6949

Make/Model- 57

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- 10

Last 90 Days- 35

Rotorcraft - 519

Instrument Rating(s) - UNK/NR

-----Narrative-----

AFTER DEPARTING THE ST. CLAIR AIRPORT ESTABLISHING A NORMAL CLIMB TO THE DESTINATION AIRPORT 24 MILES TO THE NORTHEAST, THE ACFT WAS TRACKED BY RADAR FOR A FOUR MINUTE PERIOD. THE SHORT PERIOD OF COVERAGE SHOWED A NORMAL CLIMB TO LEVEL FLIGHT. THE RADAR IMAGE WAS LOST AT A TOWN APPROXIMATELY 8.5 MILES NORTHEAST OF THE DEPARTURE AIRPORT. THE ACFT WAS FOUND IMPACTED THROUGH A SMALL PENINSULA SHAPED AREA OF FORESTATION. THIS AREA WAS BOUNDED BY A RATHER LARGE AREA OF OPEN SLIGHTLY ROLLING, BUT LEVEL TERRAIN. NO MECHANICAL ABNORMALITY WAS DISCOVERED DURING THE POST-CRASH INVESTIGATION. THE PLT WAS MEDICALLY DOCUMENTED AS HAVING WOLFF-PARKINSON-WHITE SYNDROME WITH DOCUMENTED ARRHYTHMIAS. THIS CONDITION CAN HAVE PERIODS OF LOSS CONCIIOUSNESS. THE PLT WAS TAKING NO MEDICATION FOR THIS CONDITION. THE AREA BOUNDING CRASH SITE WAS OF SUFFICIENT LENGHT AND WIDTH TO ACCOMODATE THIS ACFT FOR A LANDING.

Brief of Accident (Continued)

File No. - 950

4/15/85

GRAY SUMMIT, MO

A/C Reg. No. N7244S

Time (Lcl) - 1430 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)

1. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 2. PHYSICAL IMPAIRMENT(OTHER ORGANIC PROBLEM) - PILOT IN COMMAND
 3. DESCENT - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

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

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 875 5/22/85 BELTON, MO A/C Reg. No. N500BR Time (Lc1) - 0959 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries			
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0	0	
Accident Occurred During -DESCENT			0	0	0	0	

-----Aircraft Information-----

Make/Model - BEDELL BD-5	Eng Make/Model - HONDA EB2	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1500	Engine Type - RECIP-FUEL INJECTED		
No. of Seats - 1	Rated Power - UNK/NR		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BELTON, MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 060/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 70	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 475
SE LAND	Months Since - 2	Last 24 Hrs - 1
	Aircraft Type - AA-1	Make/Model- 13
		Instrument- 7
		Last 30 Days- 1
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TURNING FROM DOWNWIND TO BASE A LOSS OF PWR WAS EXPERIENCED AFTER WHICH THE ACFT STALLED AND IMPACTED A CORN FLD. THE WRECKAGE REVEALED NO EVIDENCE OF FUEL IN THE LEFT TANK AND ONLY ABOUT AN OUNCE OF FUEL IN THE CARBURETOR. FUEL BURN ON THE TERRAIN UNDER THE RIGHT WING INDICATED FUEL WAS AVAILABLE IN THE RIGHT TANK. THE FUEL SELECTOR WAS POSITIONED ON THE LEFT TANK. FURTHER EXAMINATION REVEALED A SEALANT USED ON THE WING FUEL TANKS HAD COATED THE GLASS SIGHT FUEL GAGES THUS RESTRICTING THE PLTS ABILITY TO ADEQUATELY DETERMINE FUEL QUANTITY INFLIGHT.

Brief of Accident (Continued)

File No. - 875

5/22/85

BELTON, MO

A/C Reg. No. N500BR

Time (Lcl) - 0959 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. FLUID, FUEL - STARVATION
2. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - CONTAMINATION
3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

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) 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. - 889 5/25/85 JAMESTOWN,MO A/C Reg. No. N30079 Time (Lcl) - 2000 CDT

-----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	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - EAA BIPLANE BI-PLANE	Eng Make/Model - LYCOMING O-290-G	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1023	Engine Type - RECIPROCATING-CARBURETOR	
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	OFF AIRPORT/STRIP
Method - N/A	JAMESTOWN,MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CALIFORNIA,MO	Runway Ident - N/A
Wind Dir/Speed- 170/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 102
SE LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - C-150	Make/Model- 19
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PRACTICING TOUCH & GO LANDINGS IN A FLD WHICH WAS PARTIALLY CLEARED, THE MAIN GEAR BECAME ENTANGLED IN WHEAT WHICH BORDERED THE EDGE OF THE CLEARED AREA. THE PLT STATED HE MISJUDGED THE DISTANCE NEEDED TO CLEAR THE OBSTACLE.

Brief of Accident (Continued)

File No. - 889

5/25/85

JAMESTOWN,MO

A/C Reg. No. N30079

Time (Lc1) - 2000 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - CROP
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 969 6/23/85 INDEPENDENCE, MO A/C Reg. No. N95496 Time (Lcl) - 0915 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	0	1	1	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-N2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	INDEPENDENCE MEMORIAL
Wind Dir/Speed- 190/010 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2550/ 50
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 361
SE LAND	Months Since - 1	Last 24 Hrs - 2
	Aircraft Type - 152	Make/Model- 234
		Instrument- 79
		Last 30 Days- UNK/NR
		Last 90 Days- 72

Instrument Rating(s) - AIRPLANE

-----Narrative-----

STUDENT PILOT AND INSTRUCTOR WERE PRACTICING PRE-SOLO LANDINGS. WHEN AIRPLANE WAS 30 FEET AGL AND ON VERY SHORT FINAL APPROACH, AIRPLANE DROPPED TO GROUND, WENT THROUGH TOP OF TWO DIKES AND TWO DITCHES, IMPACTED BANK OF SECOND DITCH AND FLIPPED FORWARD TO INVERTED POSITION.

Brief of Accident (Continued)

File No. - 969

6/23/85

INDEPENDENCE, MO

A/C Reg. No. N95496

Time (Lcl) - 0915 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. AIRCRAFT HANDLING - POOR - PILOT IN COMMAND(CFI)
2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
3. FLARE - IMPROPER - PILOT IN COMMAND(CFI)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
4. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE OVER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 994 6/29/85 GENTRY, MO A/C Reg. No. N8727 Time (Lcl) - 1715 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - SHINDLER SPECIAL GREAT LAKES	Eng Make/Model - CONTINENTAL A-75-8	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 75 HP	

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 090/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MANHATTAN, KS
Destination
MARYSVILLE, MO

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 34
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 147
Make/Model- 2
Instrument- 5
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT BECAME DISORIENTED ON A CROSS-COUNTRY FLIGHT FROM MANHATTAN, KANSAS, TO MARYSVILLE, MISSOURI. FLYING OFF COURSE FOR A SHORT TIME, THE PLT REGAINED HIS DIRECTIONS TO HIS FUELING STOP. WHILE RETURNING TO HIS INTENDED FUEL STOP THE ACFT ENG STOPPED AND A FORCED LANDING TO A BEAN FIELD WAS ACCOMPLISHED. THE ENSUING LANDING IN THE FIELD FLIPPED THE ACFT INVERTED. INSPECTION OF THE FUEL TANKS REVEALED NO QUANTITY OF FUEL IN THE FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 994

6/29/85

GENTRY, MO

A/C Reg. No. N8727

Time (Lcl) - 1715 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 4. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - 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 - CROP
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 986 7/14/85 CAMDENTON,MO A/C Reg. No. N5593C Time (Lcl) - 1636 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0

-----Aircraft Information-----

Make/Model - CESSNA 170A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2050
No. of Seats - 4

Eng Make/Model - CONTINENTAL C145
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 270/015 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
FESTUS,MO

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MISTWOOD
Runway Ident - 25
Runway Lth/Wid - 2500/ 24
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 51
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - 170A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 367
Last 24 Hrs - UNK/NR
Make/Model- 162
Last 30 Days- UNK/NR
Instrument- 6
Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

N5593C TOOK OFF ON RWY 25 WHICH HAS A HILL OFF THE WEST END. THE WIND WAS FROM THE WEST AT 10 TO 13 KNOTS AND THE TEMPERATURE WAS 95 DEG F. THE PLT SAID THE ACFT ENCOUNTERED A DOWNDRAFT AS IT APPROACHED THE HILL DURING THE INITIAL CLIMB. THE PLT BECAME CONCERN ABOUT CLEARING TREES BEYOND THE HILL AND DECIDED TO INTENTIONALLY STALL THE ACFT INTO THE TREES.

Brief of Accident (Continued)

File No. - 986

7/14/85

CAMDENTON,MO

A/C Reg. No. N5593C

Time (Lcl) - 1636 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

3. STALL/MUSH - INTENTIONAL - PILOT IN COMMAND
 4. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 976 7/23/85 QUEEN CITY,MO

A/C Reg. No. N67911

Time (Lc1) - 1730 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - UNK/NR

Itinerary

Last Departure Point
UNK/NR
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

QUEEN CITY MUNI
Runway Ident - 16
Runway Lth/Wid - 2640/ 75
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 43
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - 172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 252	Last 24 Hrs	- UNK/NR
Make/Model-	102	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	6
Multi-Eng -	2	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS TURNING INTO TAKEOFF POSITION AT THE END OF THE RWY WHEN THE RT WHEEL ENCOUNTERED A LOW SPOT AND THE RT WING DIPPED DOWN AND HIT A FENCE POST.

Brief of Accident (Continued)

File No. - 976

7/23/85

QUEEN CITY, MO

A/C Reg. No. N67911

Time (Lc1) - 1730 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - FENCE
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. - 891 9/20/85 TUNICA,MS A/C Reg. No. N10735 Time (Lcl) - 1730 CDT

-----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 -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 150L
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/004 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WALLS,MS
Destination
TUNICA,MS

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND

Age - 24

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	-	530	Last 24 Hrs	-	UNK/NR
Make/Model-	430	Last 30 Days-	151		
Instrument-	106	Last 90 Days-	234		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT SUSTAINED SUBSTANTIAL DAMAGE DURING A FORCED LANDING IN A COTTON FLD FOLLOWING FUEL EXHAUSTION. PURPOSE OF THE FLT WAS TO TAKE AERIAL PHOTOGRAPHS. POST ACCIDENT INSPECTION OF THE ACFT DISCLOSED 2.5 GALLONS OF FUEL REMAINING IN THE RIGHT FUEL TANK AND THE LEFT FUEL TANK WAS EMPTY. THE ACFT OWNERS MANUAL STATES THE ACFT CONTAINS 3.5 GALLONS OF UNUSABLE FUEL.

Brief of Accident (Continued)

File No. - 891

9/20/85

TUNICA,MS

A/C Reg. No. N10735

Time (Lc1) - 1730 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

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) 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. - 907 4/19/85 OPHEIM, MT A/C Reg. No. N6495E Time (Lcl) - 1800 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL

Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2075
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - 25.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OVERCAST
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

PRIVATE AIRSTRIP
Runway Ident - 19
Runway Lth/Wid - 1800
Runway Surface - GRASS/TURF
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 35
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 260
Make/Model- 177
Instrument- 1
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TOOK OFF ON A WET-SOFT AIRSTRIP WHICH MADE THE TAKEOFF RUN LONGER THAN NORMAL. THE INITIAL CLIMB WAS AT MINIMUM AIRSPEED WHEN GUSTY WINDS CAUSED THE ACFT TO STALL. THE ACFT IMPACTED THE GROUND AND WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 907

4/19/85

OPHEIM, MT

A/C Reg. No. N6495E

Time (Lc1) - 1800 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - SOFT
2. WEATHER CONDITION - GUSTS
3. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 806 7/05/85 SWAN LAKE, MT A/C Reg. No. N2432D Time (Lcl) - 1800 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	2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 170B	Eng Make/Model - FRANKLIN O-300	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 165 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SPOTTED BEAR, MT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 260/011 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Surface - GRAVEL
Lowest Sky/Clouds - 25000 FT SCATTERED	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 - 23	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 104
SE LAND	Months Since - 20	Last 24 Hrs - 7
	Aircraft Type - UNK/NR	Make/Model- 48
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 48

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID THAT PRIOR TO DEPARTURE THERE WAS AN ESTIMATED 14 GALS OF FUEL ON BOARD. AFTER APRX 30 MINUTES OF FLIGHT THE ENG LOST ALL PWR AND A FORCED LANDING WAS ACCOMPLISHED IN A MOUNTAINOUS CREEK BED. DURING THE LANDING ROLL THE ACFT STRUCK A FEELED TREE AND OVERTURNED. POST-CRASH EXAM OF THE ACFT REVEALED ONLY TRACE AMOUNTS OF FUEL IN THE FUEL TANKS, LINES, CARBURETOR BOWL, AND ACCELERATOR PUMP. NO FUEL WAS FOUND IN THE GASCOLATOR. THE ENG WAS LATER TEST RUN AND OPERATED SATISFACTORILY. THE FUEL LINE BETWEEN THE FIREWALL AND CARBURETOR WAS SAID TO BE A RUBBER VACUUM LINE AND AN UNAPPROVED INSTALLATION. THE LINE WAS SO DETERIORATED AND BRITTLE THAT IT BROKE INTO SEVERAL PIECES WHILE BEING REMOVED FOR EXAMINATION. THE PLT REPORTED HE USED A STOPWATCH TO KEEP TRACK OF THE FUEL SUPPLY BECAUSE THE FUEL GAGES WERE INACCURATE.

Brief of Accident (Continued)

File No. - 806

7/05/85

SWAN LAKE,MT

A/C Reg. No. N2432D

Time (Lc1) - 1800 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
3. FUEL SYSTEM,LINE - DETERIORATED
4. FUEL SUPPLY - NOT IDENTIFIED - PILOT IN COMMAND
5. FUEL SYSTEM,LINE - LEAK
6. MAINTENANCE,REPLACEMENT - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - HIGH TERRAIN
8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
9. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - GROUND
10. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - LOOSE GRAVEL/SANDY
11. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - NONE SUITABLE
12. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,4,6,7,8,9,10,11,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 886 7/10/85 KRAMER,ND A/C Reg. No. N9538P Time (Lcl) - 1500 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	0	0	0	1
Flight Conducted Under	-14 CFR 137	Pass	0	0	0	0
Accident Occurred During	-MANEUVERING	NONE				

-----Aircraft Information-----

Make/Model	- PIPER PA-25-235	Eng Make/Model	- LYCOMING O-540-B2B5	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	UPHAM,ND	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 020/012 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 12000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- DIRT
Obstructions to Vision	- NONE		- DRY
Precipitation	- NONE		
Condition of Light	- DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 21	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 400	Last 24 Hrs - 0
SE LAND	Months Since - 1	Make/Model - 80	Last 30 Days - 90
	Aircraft Type - UNK/NR	Instrument - 20	Last 90 Days - 150

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE SHOULDER OF A HWY WHEN THE PLT ATTEMPTED TO AVOID POWER LINES DURING AN AERIAL APPLICATION FLT.

Brief of Accident (Continued)

File No. - 886

7/10/85

KRAMER,ND

A/C Reg. No. N9538P

Time (Lc1) - 1500 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. OBJECT - WIRE,TRANSMISSION

----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. - 841 8/02/85 COLFAX,ND A/C Reg. No. N5364 Time (Lcl) - 1015 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - GRUMMAN G164A	Eng Make/Model - P&W R-985	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 4500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 450 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point WALCOTT,ND	
Method - N/A	Destination WALCOTT,ND	Airport Data
Completeness - N/A		Runway Ident - N/A
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 2600
Wind Dir/Speed- 160/008 KTS	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Visibility - UNK/NR	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Sky/Clouds - 3500 FT THIN OVC	Type Apch/Lndg - STRAIGHT-IN	
Lowest Ceiling - 3500 FT OVERCAST		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2300
SE LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 100
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT NOTICED THE SPRAY PUMP WAS STUCK IN THE OFF POSITION SHORTLY AFTER TAKEOFF FOR THE AERIAL APPLICATION FLT.
THE DECISION WAS MADE TO LAND ON A PRIVATE STRIP AND DURING LANDING ON THE SOFT FLD, THE ACFT CONTACTED HIGH VEGETATION
AND NOSED DOWN.

Brief of Accident (Continued)

File No. - 841

8/02/85

COLFAX,ND

A/C Reg. No. N5364

Time (Lcl) - 1015 CDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SOFT
 2. TERRAIN CONDITION - HIGH VEGETATION
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

Occurrence #2 NOSE DOWN
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 966 5/19/85 GLADSTONE, NE A/C Reg. No. N8386B Time (Lcl) - 2200 CDT

-----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 -LANDING					

-----Aircraft Information-----

Make/Model - ROBINSON R22	Eng Make/Model - LYCOMING O-320-B2C	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1300	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	OFF AIRPORT/STRIP
Method - N/A	FAIRBURY, NE	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 190/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 5500 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 189
	Months Since - 6	Last 24 Hrs - 2
HELICOPTER	Aircraft Type - R-22	Make/Model- 189
		Last 30 Days- 10
		Instrument- 0
		Last 90 Days- 11
		Rotorcraft - 189

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE A HARD OFF ARPT LANDING IN AN UNLIGHTED FARM FIELD ON A DARK NIGHT. THE ACFT "DROPPED IN" FROM ABOUT 50 FT AGL IN A VERTICAL DESCENT. AFTER GROUND CONTACT THE ACFT ROLLED OVER TO THE RIGHT. NO MECHANICAL MALFUNCTIONS WERE NOTED DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 966

5/19/85

GLADSTONE,NE

A/C Reg. No. N8386B

Time (Lc1) - 2200 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. FLARE - MISJUDGED - PILOT IN COMMAND
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 4. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
 5. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
 6. JUDGEMENT - POOR - PILOT IN COMMAND
 7. IMPROPER USE OF PROCEDURE,VISUAL/AURAL DETECTION - PILOT IN COMMAND
-

Occurrence #2 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 975 7/20/85 INDIANOLA, NE A/C Reg. No. N4848Q Time (Lcl) - 1400 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 -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	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LAVERTY
Wind Dir/Speed- 040/008 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2350/ 50
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2665
SE LAND	Months Since - 3	Last 24 Hrs - 8
	Aircraft Type - 172	Make/Model- 2000
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

N4848Q WAS LOADED TO MAX GROSS WT AND WAS TAKING OFF ON A 2,350 FT, TURF RWY. THE PLT SAID THE WIND WAS LIGHT AND FAVORED RWY 29 BEFORE TAKEOFF. THE DENSITY ALT WAS ABOUT 2,500 FT. THE PLT SAID THE ACFT DID NOT SEEM TO BE DEVELOPING QUITE THE POWER IT SHOULD HAVE DURING THE TAKEOFF BUT THE INSTRUMENTS INDICATED NORMAL OPERATION. THE ACFT USED THE FULL LENGTH OF THE RWY TO TAKEOFF BUT WAS UNABLE TO CLEAR A FENCE OFF THE END. THE ACFT HIT THE TOP OF THE FENCE AND CRASHED IN THE FIELD BEYOND. THE PLT SAID THAT AS HE WAS WALKING BACK TO THE AIRPORT AFTER THE ACFT HE NOTED THAT THE AIRPORT WINSOCK SHOWED THE WIND WAS FROM THE NORTHEAST.

Brief of Accident (Continued)

File No. - 975

7/20/85

INDIANOLA, NE

A/C Reg. No. N4848Q

Time (Lc1) - 1400 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
 3. OBJECT - FENCE
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

----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. - 977 7/28/85 MINDEN, NE A/C Reg. No. N98193 Time (Lc1) - 2000 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	3

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

-----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-A2E
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- 070/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 6000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRSTRIP

Airport Data

Runway Ident - 36
Runway Lth/Wid - 2100
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 38
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - 172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 659
Make/Model- 35
Instrument- 54
Multi-Eng - 1
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT SAID THAT HE WAS UNABLE TO CLEAR WIRES AT THE END OF THE 2,100 FT LONG, SOD, FARM, STRIP. HE SAID HE BEGAN TURNING TO AVOID THE WIRES AND IN THE TURN THE ACFT SETTLED, THE RT WING HIT THE GROUND AND THE ACFT CRASHED. THE ACFT WEIGHT WAS NEAR MAX ALLOWABLE AND THE DENSITY ALTITUDE WAS 3,500 FT.

Brief of Accident (Continued)

File No. - 977

7/28/85

MINDEN,NE

A/C Reg. No. N98193

Time (Lc1) - 2000 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 879 6/19/85 NEWPORT,NH A/C Reg. No. N9977E Time (Lcl) - 1220 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

-----Aircraft Information-----

Make/Model - CESSNA 182P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-S
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 - FSS
Method - TELEPHONE
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- 290/020 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 4000 FT
Lowest Ceiling - 4000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
YOUNGSTOWN,OH
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN
GO AROUND

Airport Proximity
ON AIRPORT

Airport Data

PARLIN FIELD
Runway Ident - 36
Runway Lth/Wid - 2800/ 48
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND
GLIDER

Age - 72

Biennial Flight Review

Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	2020	Last 24 Hrs -	5
Make/Model-	1989	Last 30 Days-	UNK/NR
Instrument-	207	Last 90 Days-	22

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES DURING AN ATTEMPTED GO-AROUND FOLLOWING A LOSS OF DIRECTIONAL CONTROL. THE PLT WAS ADVISED BY UNICOM THAT A "BIT OF A CROSSWIND" EXISTED AT THE ARPT. THE PLT INITIATED A GO-AROUND AFTER A GUST OF WIND WAS MISALIGNED THE ACFT DURING THE LANDING FLARE. ANOTHER GUST WAS ENCOUNTERED DURING THE GO-AROUND AND THE ACFT WAS BLOWN LEFT OF THE RWY WHERE IT COLLIDED WITH TREES.

Brief of Accident (Continued)

File No. - 879

6/19/85

NEWPORT, NH

A/C Reg. No. N9977E

Time (Lc1) - 1220 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - CROSSWIND
3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

5. OBJECT - TREE(S)
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,6

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 887 3/23/85 SUSSEX, NJ A/C Reg. No. N99677 Time (Lcl) - 1700 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL				
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - LANDING			0	0	0
					None 1 0

-----Aircraft Information-----

Make/Model - ERCOUE 415-D	Eng Make/Model - CONTINENTAL UNKNOWN	ELT Installed/Activated - YES/YES
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1260	Engine Type - UNK/NR	
No. of Seats - UNK/NR	Rated Power - UNK/NR	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SUSSEX, NJ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 350/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling -	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-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1500
SE LAND	Months Since - UNK/NR	Make/Model- 1500
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT EXPERIENCED A LOSS OF ENG PWR DURING CLIMB SHORTLY AFTER TAKEOFF AND WAS SUBSTANTIALLY DAMAGED DURING THE FORCED LANDING WHICH RESULTED. THE PLT REPORTED THE ENG COUGHED AND LOST PWR, HOWEVER, WHEN THE THROTTLE WAS PUMPED, PWR RETURNED. PWR WAS THEN LOST ONCE AGAIN WHEN THE THROTTLE WAS MOVED TO THE FULL OPEN POSITION. POST ACCIDENT INSPECTION OF THE ACFT AND ENG REVEALED THE FUEL PRIMER WAS UNLOCKED AND SLIGHTLY PULLED BACK. SEVERAL SPARK PLUGS WERE SOOT COVERED AS WAS THE INSIDE OF THE EXHAUST PIPE. A FUEL SAMPLE TAKEN FROM THE ACFT WAS BROWN IN COLOR AND CONTAMINATED WITH WATER. AFTER REPAIRING SOME DAMAGE INCURRED IN THE ACCIDENT AND REPLACING A WORN START CLUTCH, THE ENG WAS STARTED AND IT OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 887

3/23/85

SUSSEX,NJ

A/C Reg. No. N99677

Time (Lc1) - 1700 EST

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. FLUID,FUEL - CONTAMINATION
 2. POWERPLANT CONTROLS - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 988 5/05/85 VINCENTOWN,NJ A/C Reg. No. N4680G Time (Lcl) - 1140 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	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 172N	Eng Make/Model - LYCOMING O&VO-360	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 - 180 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	LOCAL	RED LION
Basic Weather - VMC	ATC/Airspace	Runway Ident - 23
Wind Dir/Speed- 330/010 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 2900/ 45
Visibility - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 5
SE LAND	Months Since - 2	Make/Model- 5
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREE TOPS DURING A LNDG IN GUSTY WINDS. THE PLT SAID A GUST OF WIND LIFTED THE RT WING DURING THE FLARE. AS THE ACFT VEERED TO THE LEFT THE PLT SAID HE CONSIDERED A GO-AROUND BUT THERE WAS NOT ROOM ENOUGH TO CLEAR THE TREES. THE LEFT WING HIT THE TREES AND THE ACFT FELL INTO THE TREES.

Brief of Accident (Continued)

File No. - 988

5/05/85

VINCENTOWN, NJ

A/C Reg. No. N4680G

Time (Lc1) - 1140 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. OBJECT - TREE(S)
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 990	7/13/85	PITTSTOWN,NJ	A/C Reg. No. N44GF	Time (Lcl) - 1430 EDT		
-----Basic Information-----						
Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage		Injuries			
	DESTROYED	Fatal	Serious	Minor	None	
Type of Operation -INSTRUCTIONAL	Fire	Crew	0	0	0	2
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	0	0	0	0
Accident Occurred During -APPROACH						
-----Aircraft Information-----						
Make/Model - BURKHART GROB G-109B	Eng Make/Model - GROB 2500	ELT Installed/Activated - NO -N/A				
Landing Gear - SKI/WHEEL	Number Engines - 1	Stall Warning System - YES				
Max Gross Wt - 700	Engine Type - RECIPROCATING-CARBURETOR					
No. of Seats - 2	Rated Power - UNK/NR					
-----Environment/Operations Information-----						
Weather Data		Itinerary	Airport Proximity			
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	OFF AIRPORT/STRIP			
Method - N/A		PITTSTOWN,NJ				
Completeness - N/A		Destination	Airport Data			
Basic Weather - VMC		PITTSTOWN,NJ	ALEXANDRIA			
Wind Dir/Speed- CALM		ATC/Airspace	Runway Ident - 08			
Visibility - 10.0 SM		Type of Flight Plan - NONE	Runway Lth/Wid - 2112/ 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						
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,CFI	Current - YES	Total - 3661	Last 24 Hrs - 1			
SE LAND	Months Since - 11	Make/Model- 184	Last 30 Days- UNK/NR			
GLIDER	Aircraft Type - UNK/NR	Instrument- 44	Last 90 Days- 167			
		Multi-Eng - 12				
Instrument Rating(s) - NONE						
-----Narrative-----						
THE APPROACH TO RUNWAY 08 WAS NORMAL, HOWEVER IT WAS LONG. ALTHOUGH THE APPROACH WAS NOT TOO LONG TO LAND, THE STUDENT APPLIED FULL POWER AND DECIDED TO GO AROUND. THE INS TRUCTOR TOOK CONTROL OF THE AIRCRAFT AFTER REALIZING THAT CLEARING THE TREES WOULD BE CLOSE. ALTITUDE WAS ABOUT 10 FEET WEHN THE INSTRUCTOR TURNED THE AIRCRAFT TOWARD A CLEARER AREA. THIS ALTITUDE WAS BELOW THE TREE TOPS AHEAD. THE INSTRUCTOR RESET THE PROPELLER TO CLIMB PITCH IN CASE IT MAY HAVE GONE INTO CRUISE PITCH DURING THE GO AROUND. THEINSTRUCTOR CONTINUED THE GO AROUND AND THE AIRCRAFT COLLIDED WITH TREES WHEN IT COULD NO LONGER CLIMB ABOVE THE RISING TERRAIN.						

Brief of Accident (Continued)

File No. - 990

7/13/85

PITTSTOWN,NJ

A/C Reg. No. N44GF

Time (Lcl) - 1430 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. - POOR - PILOT IN COMMAND(CFI)
2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND(CFI)
3. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND(CFI)
4. TERRAIN CONDITION - RISING
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

6. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5

Factor(s) relating to this accident is/are finding(s) 4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 927 7/18/85 BEDMINSTER, NJ A/C Reg. No. N4319F Time (Lcl) - 1525 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

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	0	0	1

-----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 - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MEDFORD, NJ
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

SOMERSET
Runway Ident - 30
Runway Lth/Wid - 2735/ 65
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 66

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	100	Last 24 Hrs	- UNK/NR
Make/Model-	100		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	10

Instrument Rating(s) - NONE

-----Narrative-----

N4319F HEARD N6138J ANNOUNCE ITS POSITION IN THE TRAFFIC PATTERN THROUGHOUT THE APPROACH AND LANDING. N4319F LANDED ON RUNWAY 30 AND WAS TAXIING BACK TO THE RAMP ON THE PARALLEL TAXIWAY. THE OCCUPANT OF N4319F OBSERVED N6139J LAND ABOUT MIDWAY DOWN THE RUNWAY AND MADE A LEFT TURN TOWARDS N4319F. THE PILOT OF N4319F APPLIED FULL POWER AND RIGHT RUDDER IN AN ATTEMPT TO AVOID THE COLLISION. N6319J ENCOUNTERED A CROSSWIND DURING THE FLARE AND LANDED WITH THE LEFT WHEEL OFF THE RUNWAY. THE AIRCRAFT THEN STRUCK A RUNWAY LIGHT AND TURNED ABOUT 30 DEGREES TO THE LEFT. THE PILOT APPLIED RIGHT RUDDER BUT WAS UNABLE TO AVOID COLLIDING WITH THE OTHER AIRCRAFT. THE LEFT WINGS ON BOTH AIRCRAFT WERE DAMAGED.

Brief of Accident (Continued)

File No. - 927

7/18/85

BEDMINSTER, NJ

A/C Reg. No. N4319F

Time (Lcl) - 1525 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

3. OBJECT - RUNWAY LIGHT
4. RUN ON LANDING - IMPROPER - PILOT IN COMMAND
5. RUN ON LANDING - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

6. OBJECT - AIRCRAFT MOVING ON GROUND
7. DIRECTIONAL CONTROL - NOT OBTAINED - PILOT IN COMMAND
8. RUN ON LANDING - UNCONTROLLED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,7

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. - 927 7/18/85 BEDMINSTER,NJ A/C Reg. No. N6139J Time (Lcl) - 1525 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	2

-----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/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 - 5.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - 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

Airport Proximity
ON AIRPORT

Airport Data

SOMERSET
Runway Ident - 30
Runway Lth/Wid - 2735/ 65
Runway Surface - ASPHALT
Runway Status - DRY

-----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	- 60
Make/Model-	60
Instrument-	0
Last 24 Hrs	- 2
Last 30 Days-	UNK/NR
Last 90 Days-	41

Instrument Rating(s) - NONE

-----Narrative-----

N4319F HEARD N6139J ANNOUNCE ITS POSITION IN THE TRAFFIC PATTERN THROUGHOUT THE APPROACH AND LANDING. N4319F LANDED ON RUNWAY 30 AND WAS TAXIING BACK TO THE RAMP ON THE PARALLEL TAXIWAY. THE OCCUPANTS OF N4319F OBSERVED N6139J LAND ABOUT MIDWAY DOWN THE RUNWAY AND MAKE A LEFT TURN TOWARDS N4319F. THE PILOT OF N4319F APPLIED FULL POWER AND RIGHT RUDDER IN AN ATTEMPT TO AVOID THE COLLISION. N6319J ENCOUNTERED A CROSSWIND DURING THE FLARE AND LANDED WITH THE LEFT WHEEL OFF THE RUNWAY. THE AIRCRAFT THEN STRUCK A RUNWAY LIGHT AND TURNED ABOUT 30 DEGREES TO THE LEFT. THE PILOT APPLIED RIGHT RUDDER BUT WAS UNABLE TO AVOID COLLIDING WITH THE OTHER AIRCRAFT. THE LEFT WINGS OF BOTH AIRCRAFT COLLIDED AND WERE DAMAGED.

Brief of Accident (Continued)

File No. - 927

7/18/85

BEDMINSTER,NJ

A/C Reg. No. N6139J

Time (Lcl) - 1525 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

3. OBJECT - RUNWAY LIGHT
4. RUN ON LANDING - IMPROPER - PILOT IN COMMAND
5. RUN ON LANDING - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

6. OBJECT - AIRCRAFT MOVING ON GROUND
7. DIRECTIONAL CONTROL - NOT OBTAINED - PILOT IN COMMAND
8. RUN ON LANDING - UNCONTROLLED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,7

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. - 901 7/21/85 MARLBORO,NJ A/C Reg. No. N11BZ Time (Lcl) - 0945 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 8.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DOYLESTOWN,PA
Destination
MARLBORO,NJ

Airport Proximity
ON AIRPORT

Airport Data

MARLBORO
Runway Ident - 27
Runway Lth/Wid - 2170/ 40
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 65
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 1065	Last 24 Hrs	- 1
Make/Model-	600	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	8

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT, THE AIRCRAFT FLOATED DURING THE FLARE TO TOUCHDOWN. THE PILOT APPLIED POWER FOR A GO AROUND, BUT THE AIRCRAFT DID NOT CLEAR SOME BUSHES AT THE END OF THE RUNWAY. THE AIRCRAFT LANDED STRAIGHT AHEAD IN A FIELD AND ROLLED ABOUT 300 FEET BEFORE NOSING OVER.

Brief of Accident (Continued)

File No. - 901

7/21/85

MARLBORO,NJ

A/C Reg. No. N11BZ

Time (Lc1) - 0945 EDT

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

2. TERRAIN CONDITION - HIGH VEGETATION
3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
4. DISTANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
6. RUN ON LANDING - UNCONTROLLED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5,6

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. - 899 7/27/85 MANAHAWKIN, NJ A/C Reg. No. N6887B Time (Lcl) - 1130 EDT

-----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	3

-----Aircraft Information-----

Make/Model	- CESSNA 425	Eng Make/Model	- P&W PT6A-112	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 8200	Engine Type	- TURBOPROP		
No. of Seats	- 8	Rated Power	- 450 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	WHITE PLAINS, NY		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	MANAHAWKIN, NJ	MANAHAWKIN	
Wind Dir/Speed	- CALM		Runway Ident	- 22
Visibility	- 7.0 SM	ATC/Airspace	Runway Lth/Wid	- 2696/ 50
Lowest Sky/Clouds	- 1000 FT SCATTERED	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- 3000 FT BROKEN	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 2570	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 17	Make/Model - 180	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 210	Last 90 Days - 7
		Multi-Eng - 1300	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER OVERFLYING THE AIRFLD AND DECIDING TO LAND ON RWY 22, THE PLT CONCENTRATED ON THE AIRSPEED AND ALT OF THE ACFT. A TWR EAST OF THE FLT WAS NOTICED AND WAS NOT CONSIDERED A PROBLEM. DURING THE FINAL APCH, THE PLT WAS DISTRACTED BY A PASSENGER WHO SAID TO WATCH OUT FOR THE TWR. THE PLT LOOKED FOR THE TWR AND CONTINUED THE APCH. AT ABOUT 800 FT FROM THE THRESHOLD, THE PLT REDUCED PWR TO LOSE ALT AND INADVERTENTLY PULLED THE PWR LEVERS INTO REVERSE. THE ACFT LOST AIRSPEED QUICKLY AND LANDED APRX 40 FT SHORT OF THE RWY IN SOFT SAND. THE ACFT COLLIDED WITH THE ASPHALT RWY AND BECAME AIRBORNE. THE ACFT LANDED HARD ON THE RWY APRX 100 FT PAST THE THRESHOLD AND VEERED LEFT. THE LEFT MAIN LANDING GEAR ROLLED OFF THE LEFT SIDE OF THE RWY AND COLLAPSED.

Brief of Accident (Continued)

File No. - 899

7/27/85

MANAHAWKIN,NJ

A/C Reg. No. N6887B

Time (Lcl) - 1130 EDT

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES,REVERSING SYSTEM - ENGAGED
2. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. DESCENT - EXCESSIVE - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #4 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
8. LANDING GEAR,MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5,6

Factor(s) relating to this accident is/are finding(s) 4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 902 8/05/85 WILDWOOD,NJ A/C Reg. No. N21521 Time (Lcl) - 1530 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 -TAKEOFF			0	0	0	3

-----Aircraft Information-----

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	CAPE MAY CO.
Wind Dir/Speed- 130/005 KTS	ATC/Airspace	Runway Ident - 10
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4999/ 150
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 89
SE LAND	Months Since - 10	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 89
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 43

Instrument Rating(s) - NONE

-----Narrative-----

N21521 TAXIED ONTO RUNWAY 10 AT THE INTERSECTION OF RUNWAY 14 AFTER OBSERVING ANOTHER AIRCRAFT TAXI AND TAKE OFF FROM THAT POINT. N21521 DID NOT ATTAIN SUFFICIENT AIRSPEED FOR TAKEOFF PRIOR TO RUNNING OUT OF AVAILABLE RUNWAY. THE PILOT DID NOT APPLY HARD BRAKING TO AVOID NOSING OVER. THE AIRCRAFT WAS NOT STOPPED PRIOR TO COLLIDING WITH A FENCE ON THE AIRPORT BOUNDARY. THE LENGTH FROM THE INTERSECTION TO THE END OF RUNWAY 10 IS ABOUT 850 FEET.

Brief of Accident (Continued)

File No. - 902

8/05/85

WILDWOOD,NJ

A/C Reg. No. N21521

Time (Lcl) - 1530 EDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 2. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
 3. JUDGEMENT - POOR - PILOT IN COMMAND
 4. AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. OBJECT - FENCE
 6. ABORTED TAKEOFF - DELAYED - 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) 1,2,6,7

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. - 909 5/03/85 LAS VEGAS,NV A/C Reg. No. N4979A Time (Lcl) - 1418 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	4

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 180-L
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2800
No. of Seats - 6

Eng Make/Model - CONTINENTAL O-470-K
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 220/012 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
IMPERIAL, CA
Destination
LAS VEGAS,NV

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

NORTH LAS VEGAS AIR TERM.
Runway Ident - 25
Runway Lth/Wid - 5005/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 37
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 207
Make/Model- 111
Instrument- 4
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING ROLLOUT A GUST OF WIND PICKED UP THE LEFT WING. THE ACFT ROLLED DOWN THE RNY ON THE RIGHT MAIN GEAR UNTIL IT COLLAPSED. ALTHOUGH THE TOWER REPORTED THE WIND AS BEING STRAIGHT DOWN THE RWY, THE PLT AND THE PLT WHO LANDED IMMEDIATELY AFTER THE ACCIDENT, REPORTED GUSTY CROSS WINDS.

Brief of Accident (Continued)

File No. - 909

5/03/85

LAS VEGAS,NV

A/C Reg. No. N4979A

Time (Lc1) - 1418 PDT

Occurrence #1 MAIN GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. COMPENSATION FOR WIND CONDITIONS - DELAYED - PILOT IN COMMAND
 3. WEATHER CONDITION - CROSSWIND
 4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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. - 932 6/10/85 LAS VEGAS, NV A/C Reg. No. N6456A Time (Lc1) - 0645 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -APPROACH						

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	LAS VEGAS, NV	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LAS VEGAS, NV	SKY HARBOR
Wind Dir/Speed- 190/005 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1179
SE LAND,ME LAND	Months Since - 9	Make/Model- 126
	Aircraft Type - UNK/NR	Instrument- 146
		Multi-Eng - 14
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 107
		Rotorcraft - 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LOCAL INSTRUCTIONAL FLIGHT A BOUNCED LANDING WAS MADE. THE ACFT BOUNCED NOSE HIGH TO ABOUT 20 FT AGL. THE ACFT THEN VEERED LEFT OF THE RWY AFTER FULL POWER HAD BEEN ADDED AND FLAPS REDUCED FROM 40 DEGREES TO 25 DEGREES FOR AN ATTEMPTED GO-AROUND AT ABOUT 50 KNOTS INDICATED THE ACFT STRUCK SOME ROCKS TO THE LEFT OF THE RWY.

Brief of Accident (Continued)

File No. - 932

6/10/85

LAS VEGAS, NV

A/C Reg. No. N6456A

Time (Lcl) - 0645 PDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRSPEED - MISJUDGED - DUAL STUDENT
2. ALTITUDE - MISJUDGED - DUAL STUDENT

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

3. RECOVERY FROM BOUNCED LANDING - DELAYED - PILOT IN COMMAND(CFI)
4. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #3 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND(CFI)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

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. - 917 6/14/85 LONG VALLEY,NV A/C Reg. No. N843 Time (Lc1) - 0950 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 -TAKEOFF					

-----Aircraft Information-----

Make/Model - PIPER PA-22-135	Eng Make/Model - LYCOMING O-290-D2	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1850	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 135 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LONG VALLEY,NV	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LAKEVIEW,OR	UNKNOWN
Wind Dir/Speed- CALM	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 - 66	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 1043
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 138
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 7
		Multi-Eng - 11

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT CHOSE TO LAND ON A COUNTRY ROAD DUE TO LOW FUEL. AFTER REFUELING THE PLT ATTEMPTED TO DEPART THE ROUGH ROAD. DURING THE TAKEOFF ROLL THE ACFT VEERED LEFT AND STRUCK A WIRE FENCE.

Brief of Accident (Continued)

File No. - 917

6/14/85

LONG VALLEY, NV

A/C Reg. No. N843

Time (Lc1) - 0950 PDT

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN

2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 878 4/12/85 UTICA,NY A/C Reg. No. N101UR Time (Lcl) - 2110 EST

-----Basic Information-----

Type Operating Certificate	COMMUTER	Aircraft Damage						
		SUBSTANTIAL						
Type of Operation	-INSTRUCTIONAL	Fire		Crew	0	Fatal	0	Injuries
Flight Conducted Under	-14 CFR 91	NONE		Pass	0	Serious	0	Minor
Accident Occurred During	-LANDING						0	None
							0	2

-----Aircraft Information-----

Make/Model	- SWEARINGEN SA-226TC	Eng Make/Model	- GARRETT TPE-331UW304G	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 10062	Engine Type	- TURBOPROP		
No. of Seats	- 22	Rated Power	- 940 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	UTICA,NY			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		ONEIDA COUNTY	
Wind Dir/Speed	- 290/008 KTS	ATC/Airspace		Runway Ident	- 33
Visibility	- 20.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 6000/ 150
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	- GO AROUND	Runway Status	- DRY
Obstructions to Vision	- NONE		FULL STOP		
Precipitation	- NONE				
Condition of Light	- NIGHT(BRIGHT)				

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI	Current - UNK/NR	Total - 3510	Last 24 Hrs - UNK/NR
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 1700	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 434	Last 90 Days- 240
		Multi-Eng - 2200	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACCIDENT OCCURRED DURING A TRAINING FLT FOR EMPIRE AIRLINES. A LEFT ENG FAILURE WAS SIMULATED PAST THE FAF WHEN APRX 300 FT ABOVE MDA. THE STUDENT COMPLETED THE EMERG CHECKLIST WHICH INCLUDED RETRACTING THE LANDING GEAR. THE FLT THEN CONTINUED VISUALLY TO THE RWY. THE CFI REPORTED THE FINAL LANDING CHECKLIST WAS COMPLETED ONCE A SAFE LANDING WAS ASSURED. UPON TOUCHDOWN, A NOISE WAS HEARD WHICH WAS BELIEVED TO HAVE BEEN FROM THE NOSE GEAR. THE CFI INITIATED A GO-AROUND AND RETURNED FOR ANOTHER LANDING WHICH WAS ACCOMPLISHED WITHOUT INCIDENT. INVESTIGATION REVEALED THE PROPS ON BOTH ENGINES HAD CONTACTED THE RWY AS THE LANDING GEAR WAS NOT DOWN AND LOCKED WHEN THE FIRST TOUCHDOWN WAS ATTEMPTED.

Brief of Accident (Continued)

File No. - 878

4/12/85

UTICA,NY

A/C Reg. No. N101UR

Time (Lcl) - 2110 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR EXTENSION - IMPROPER - COPILOT
 2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 973 5/03/85 MONTGOMERY,NY A/C Reg. No. N9439N Time (Lcl) - 0820 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28R-200	Eng Make/Model - LYCOMING IO-360-C1C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2700	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	NASHUA,NH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MORRISTOWN,NJ	ORANGE CO.
Wind Dir/Speed- 060	ATC/Airspace	Runway Ident - 03
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - 5000/ 100
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling -	Type Apch/Lndg - ILS-LOCALIZER	Runway Status - DRY
Obstructions to Vision- UNK/NR	FORCED LANDING	
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 530
SE LAND	Months Since - 20	Make/Model- 222
	Aircraft Type - UNK/NR	Instrument- 99
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 62

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT MADE A FORCED LANDING AFTER THE MANIFOLD PRESSURE KEPT DROPPING. SOME ADJUSTMENT WAS MADE BY THROTTLE APPLICATION AND FINALLY ALT AIR WAS USED. WHEN THE PLT DECIDED THAT THE ARPT COULD NOT BE REACHED HE LANDED ON A HIGHWAY. THE LEFT & NOSE GEAR COLLAPSED DURING THE LANDING.

Brief of Accident (Continued)

File No. - 973

5/03/85

MONTGOMERY, NY

A/C Reg. No. N9439N

Time (Lc1) - 0820 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. INDUCTION AIR CONTROL - BLOCKED(PARTIAL)
 2. PROCEDURES/DIRECTIVES - INADEQUATE - PILOT IN COMMAND
 3. WEATHER CONDITION - ICING CONDITIONS
 4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR, MAIN GEAR - OVERLOAD
 6. LANDING GEAR, NOSE GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 972 5/04/85 POESTENKILL,NY A/C Reg. No. N172TD Time (Lcl) - 1400 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE		0	1	0	0
Accident Occurred During	-TAKEOFF						

-----Aircraft Information-----

Make/Model	- CESSNA C172	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	POESTENKILL,NY	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	RENSSELAER CO.
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 36
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- VFR	- 2800/ 60
Obstructions to Vision	Type of Clearance	- ASPHALT
Precipitation	Type Apch/Lndg	- DRY
Condition of Light	- NONE	

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- YES	Total - 958
SE LAND	Months Since	- 23	Last 24 Hrs - 1
	Aircraft Type	- UNK/NR	Make/Model- 200
			Last 30 Days- UNK/NR
			Instrument- 65
			Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

CESSNA 172TD ENCOUNTERED STRONG GUSTY CROSSWIND WHILE TAKING FROM RENSSELAER AIRPARK AND DIRECTIONAL CONTROL WAS LOST. THE AIRCRAFT VERRED OFF THE LEFT SIDE OFF THE RUN-WAY AND COLLID WITH THE TERRAIN. FULL RIGHT RUDDER WAS APPLIED TO CORRECT THE DEVIATION. BUT AIRCRAFT CONTINUED TO ROLL INTO THE TREES.

Brief of Accident (Continued)

File No. - 972

5/04/85

POESTENKILL,NY

A/C Reg. No. N172TD

Time (Lc1) - 1400 EDT

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 837 5/21/85 GRAND ISLAND, NY A/C Reg. No. N756ZM Time (Lc1) - 1055 EDT

-----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

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	2	1	0	0

-----Aircraft Information-----

Make/Model - CESSNA TR-182
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-L3C5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - YES/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- 320/007 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 8000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

NIAGARA FALLS, NY

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, ME LAND

Age - 55

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - 6000

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT HAD BEEN ON A LOCAL SIGHTSEEING TOUR OVER THE NIAGARA FALLS. THE PLT THEN STATED THAT HE WAS GOING TO GIVE HIS PAX A DEMONSTRATION OF HOW FAST THE ACFT APPEARS TO BE TRAVELING WHEN IT IS CLOSE TO THE WATER. THE PLT THEN BEGAN A LEFT DESCENDING TURN OVER THE NIAGARA RIVER. THE RIGHT FRONT SEAT PAX STATED THAT HE TURNED IN HIS SEAT TO SPEAK TO HIS WIFE & THE NEXT THING HE KNEW, HE WAS IN THE WATER. WITNESSES IN THE AREA OBSERVED THE ACFT IN A LEFT DESCENDING TURN OVER THE RIVER WHICH CONTINUED UNTIL THE LEFT WING STRUCK THE WATER & THE ACFT CARTWHEELED DISINTEGRATING ON IMPACT. THE SURVIVING PAX & WITNESSES STATED THE ENG SOUNDED NORMAL UNTIL IMPACT.

Brief of Accident (Continued)

File No. - 837

5/21/85

GRAND ISLAND, NY

A/C Reg. No. N756ZM

Time (Lcl) - 1055 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - WATER, ROUGH
 2. BUZZING - PERFORMED - PILOT IN COMMAND
 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 4. LEVEL OFF - NOT PERFORMED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 957 5/24/85 LEWISBORO,NY A/C Reg. No. N2172N Time (Lcl) - 1030 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	1	0
NONE	Pass	0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-DG3
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 161 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 050/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 700 FT SCATTERED
Lowest Ceiling - 2500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TETERBORO,NJ
Destination
WINDOM,CT

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

UNKNOWN
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRAVEL
Runway Status - DRY
SOFT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 37

Biennial Flight Review

Current - NO
Months Since - 2
Aircraft Type - PA28161

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	-	956	Last 24 Hrs -	14
Make/Model-	818	Last 30 Days-	170	
Instrument-	14	Last 90 Days-	550	

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER ON A GOLF COURSE AFTER STRIKING TREES DURING A FORCED LNDG. THE ACFT HAD LOST POWER DURING CLIMB TO CRUISE. POST ACC EXAM SHOWED A FAILED EXHAUST VALVE

Brief of Accident (Continued)

File No. - 957

5/24/85

LEWISBORO, NY

A/C Reg. No. N2172N

Time (Lc1) - 1030 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. ENGINE ASSEMBLY, VALVE - FAILURE, TOTAL
 2. ENGINE ASSEMBLY, CYLINDER - PENETRATED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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. - 983 6/09/85 HAMPTONBURGH, NY A/C Reg. No. N148CP Time (Lcl) - 0230 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-POSITIONING	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 2	0	0	0
Accident Occurred During	-APPROACH	ON GROUND	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- BEECH BE-200	Eng Make/Model	- P&W UNK	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 12590	Engine Type	- TURBOPROP		
No. of Seats	- 9	Rated Power	- UNK/NR		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - PARTIAL, LMTD BY PILOT</p> <p>Basic Weather - UNK/NR</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - UNK/NR</p> <p>Obstructions to Vision- UNK/NR</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point TETERBORO, NJ</p> <p>Destination MONTGOMERY, NY</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>ORANGE COUNTY</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>ATP</p> <p>SE LAND, ME LAND, ME SEA</p>	<p>Age - 43</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 4</p> <p>Aircraft Type - 200</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 7500</p> <p>Make/Model- UNK/NR</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT FILED IFR FOR 2 FLIGHT LEGS; BALTIMORE, MD TO TETERBORO, NJ & TETERBORO TO MONTGOMERY, NY (ORANGE CO ARPT). THE PLT RECEIVED A PREFLIGHT WX BRIEFING & WAS ADVISED THAT THE FORECAST FOR STEWART, NY, ABOUT 10 MIS FORM MONTGOMERY WAS SKY PARTIALLY OBSCURED 4000', 500' SCATTERED & 4 MIS IN FOG. WHILE ENROUTE TO TETERBORO, AT 0134 HRS, THE PLT RADIOED STEWART ARPT & WAS ADVISED OF WX THERE AS SKY PARTIALLY OBSCURED WITH 4 MIS IN FOG & HAZE. THE ACFT LANDED AT TETERBORO AT 0152 HRS AND DEPARTED VFR AT 0200 HRS. AT 0211 HRS THE PLT RADIOED ANOTHER ACFT & IN PART STATED THAT HE WAS AT ORANGE CO ARPT & WAS ATTEMPTING TO LAND, HOWEVER THE WX WAS GOING DOWN. AT 0211 HRS THE PLT RADIOED STEWART & WAS ADVISED THAT WX THERE WAS THE SAME AS REPORTED AT 0134 HRS. THE PLT ACKNOWLEDGED. THERE WAS NO FURTHER TRANSMX FROM THE PLT. AT 0215 HRS A WITNESS NEAR THE ACC SITE HEARD A CRASH. HE REPORTED WX AS 400' IN FOG. THE ACFT CRASHED 2 MIS SOUTH OF RWY 03. THE LNDG GEAR & FLAPS WERE DOWN. EXAMINATION OF THE ACFT DID NOT DISCLOSE EVIDENCE OF MALFUNCTION.

Brief of Accident (Continued)

File No. - 983

6/09/85

HAMPTONBURGH, NY

A/C Reg. No. N148CP

Time (Lcl) - 0230 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH

Finding(s)

1. WEATHER CONDITION - FOG
 2. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH

Finding(s)

3. OBJECT - TREE(S)
 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 877 7/04/85 WHITE PLAINS,NY A/C Reg. No. N4627K Time (Lcl) - 1130 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	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA P210	Eng Make/Model - CONTINENTAL TS10-520-P	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GRISWOLD,CT	WESTERCHESTER
Wind Dir/Speed- 270/006 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4451/ 150
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 449
SE LAND	Months Since - 21	Make/Model- 350
	Aircraft Type - UNK/NR	Instrument- 6
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

A GEAR UP LANDING WAS MADE FOLLOWING A LOSS OF OIL DURING TAKEOFF. THE ACFT WAS SERVICED WITH OIL AT SKYPORT AVIATION PRIOR TO THE ATTEMPTED TAKEOFF. THE PLT REPORTED THAT AFTER THE OIL WAS ADDED HE CHECKED THE OIL LEVEL WITH THE DIP STICK. SHORTLY AFTER BECOMING AIRBORNE AND AFTER THE LANDING GEAR WAS RETRACTED, OIL BEGAN TO COVER THE WINDSHIELD. THE PLT WAS ABLE TO LAND THE ACFT ON THE REMAINING RWY BY LOOKING OUT THE SIDE WINDOW. POST ACCIDENT INSPECTION REVEALED THAT THE OIL FILLER CAP WAS NOT PROPERLY REPLACED AFTER THE OIL WAS ADDED TO THE ACFT.

Brief of Accident (Continued)

File No. - 877

7/04/85

WHITE PLAINS,NY

A/C Reg. No. N4627K

Time (Lcl) - 1130 EDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - BLOCKED(PARTIAL)
2. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - GROUND PERSONNEL
3. FLUID, OIL - DEPLOYED INADVERTENTLY
4. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

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) 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. - 993 7/11/85 CHERRY VALLEY, NY A/C Reg. No. N5602U Time (Lcl) - 2000 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
Pass	0	0	1	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2050
No. of Seats - 2

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
ANGOLA, NY
Destination
ANGOLA, NY

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 53
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	196	Last 24 Hrs	-	1
Make/Model	-	196	Last 30 Days	-	UNK/NR
Instrument	-	10	Last 90 Days	-	8
Multi-Eng	-	UNK/NR	Rotorcraft	-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A CLIMB TO CRUISE, THE ENGINE RPM DROPPED TO 2000. THE PILOT CHECK THE CARBURETOR HEAT AND OTHER INSTRUMENTS AND DID NOT FIND ANY ABNORMALITIES. THE ENGINE RPM DROPPED A SECOND TIME TO 1800 A SOUND DESCRIBED BY THE PILOT AS A LOUD BAND WAS HEARD AND THE ENGINE BEGAN TO VIBRATE. THE PILOT SHUT DOWN THE ENGINE AND ATTEMPTED THE GLIDE TO SOUTH DAYTON AIRPORT. THE PILOT DECIDED THE AIRPORT COULD NOT BE REACHED AND CHOSE TO LAND IN A NEARBY FIELD. DURING THE FINAL APPROACH TO THE FIELD, THE PILOT NOTICED THE FIELD SLOPED UPWARD. THE PILOT ATTEMPTED TO FLARE, HOWEVER LANDED HARD.

Brief of Accident (Continued)

File No. - 993

7/11/85

CHERRY VALLEY,NY

A/C Reg. No. N5602U

Time (Lc1) - 2000 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. LUBRICATING SYSTEM,OIL HOSE - FAILURE,PARTIAL
2. MAINTENANCE,COMPLIANCE WITH AD - NOT PERFORMED - OTHER MAINTENANCE PSNL
3. LUBRICATING SYSTEM,OIL HOSE - CRACKED
4. MAINTENANCE,INSPECTION OF AIRCRAFT - INACCURATE - OTHER MAINTENANCE PSNL
5. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. TERRAIN CONDITION - RISING
8. FLARE - IMPROPER - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5,8

Factor(s) relating to this accident is/are finding(s) 4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 967 7/14/85 CALVERTON, NY

A/C Reg. No. N9131S

Time (Lcl) - 1530 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 - BEECH 58P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5400
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520 SERI
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 190/010 KTS

Visibility - 3.000 SM

Lowest Sky/Clouds - 1000 FT PART OBS

Lowest Ceiling - 3500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LUMBERTON, NJ

Destination
NANTUCKET, MA

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - VFR

Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

CALVERTON

Runway Ident - 32

Runway Lth/Wid - 10000/ 200

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 33
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - BE-26

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 640
Make/Model- 380
Instrument- 35
Last 24 Hrs - 5
Last 30 Days- UNK/NR
Last 90 Days- 120

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF N9031S WAS ADVISED THAT NANTUCKET MEMORIAL AIRPORT WAS IN IFR CONDITIONS AND DECIDED TO TURN BACK TOWARDS LONG ISLAND. DURING THE FLIGHT TO LONG ISLAND, N9031S LOST RADIO COMMUNICATIONS AND SOON ELECTRICAL POWER TO THE NAVIGATIONAL EQUIPMENT. THE PILOT DECIDED TO LAND BEFORE ENTERING THE NY TERMINAL CONTRL AREA. CALVERTON AIRPORT WAS IDENTIFIED AND THE GEAR LOWERED FOR A LANDING. THE GEAR INDICATOR LIGHTS DID NOT ILLUMINATE, HOWEVER, THE MECHANICAL GEAR INDICATOR SHOWED THAT THE GEAR WAS DOWN. THE PILOT ASSUMED THE GEAR WAS LOCKED AND CONTINUED THE LANDING. DURING THE TOUCHDOWN, THE NOSE AND RIGHT MAIN GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 967

7/14/85

CALVERTON,NY

A/C Reg. No. N9131S

Time (Lc1) - 1530 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM,ALTERNATOR - FAILURE,TOTAL
 2. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND
 3. FLIGHT/NAV INSTRUMENTS - FAILURE,TOTAL
 4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR,GEAR INDICATING SYSTEM - DISABLED
 6. GEAR DOWN AND LOCKED - NOT ATTAINED - PILOT IN COMMAND
 7. LANDING GEAR,GEAR WARNING SYSTEM - DISABLED
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 884 7/18/85 LIVINGSTON,NY A/C Reg. No. N5739H Time (Lcl) - 1930 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	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-16	Eng Make/Model - LYCOMING O-235-C1	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 115 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GREEN ACRES
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 01
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2090/ 90
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 - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 168
SE LAND	Months Since - 16	Make/Model- 95
	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 DEPARTED THE RIGHT SIDE OF THE RWY WHERE IT COLLIDED WITH A CORN CROP DURING A LANDING ROLL. THE ACFT OWNER, A PVT-PLT, STATED A MECHANIC ON BOARD WAS FLYING AT THE TIME OF THE ACCIDENT. THE MECHANIC STATED THAT THE OWNER WAS AT THE CONTROLS WHEN THE ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 884

7/18/85

LIVINGSTON, NY

A/C Reg. No. N5739H

Time (Lc1) - 1930 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
 3. RELINQUISHING OF CONTROL - NOT PERFORMED -
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

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

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 882 7/18/85 GARDINER, NY

A/C Reg. No. N3625S

Time (Lc1) - 2030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	1	0	0
Crew	0	2	0	0
Pass				

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

-----Aircraft Information-----

Make/Model - CESSNA 172E
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - 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- UNK/NR
Visibility - 20.0 SM
Lowest Sky/Clouds - 7000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
HUDSON, NY
Destination
GARDINER, NY

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 - 32

Biennial Flight Review

Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1446	Last 24 Hrs	- 1
Make/Model-	680	Last 30 Days-	UNK/NR
Instrument-	81	Last 90 Days-	103
Multi-Eng	- 48		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE RETURN FLT TO GARDINER, NY, THE PLT ELECTED TO FLY ALONG THE WALKILL RIVER. THE ACFT CONTACTED POWER LINES WHICH CROSSED OVER THE RIVER AND CAME TO REST INVERTED IN APRX 1 1/2 FT OF WATER. THE PLT STATED HE WAS UNAWARE OF THE POWER LINES AND HE DID NOT SEE THEM.

Brief of Accident (Continued)

File No. - 882

7/18/85

GARDINER,NY

A/C Reg. No. N3625S

Time (Lc1) - 2030 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE - NORMAL

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. JUDGEMENT - POOR - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - WATER,GLASSY
-

----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. - 995 7/20/85 RHINEBECK,NY A/C Reg. No. N176H Time (Lcl) - 1200 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 -LANDING			0	0	0
					1
					4

-----Aircraft Information-----

Make/Model - NEW STANDARD D-25	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	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- CALM</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>OLD RHINEBECK</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 2200/ 80</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p>	<p>Age - 53</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 22</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 7000</p> <p>Make/Model- 450</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 100</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS MOVING AT ABOUT 30 MPH WHEN THE GEAR COLLAPSED. ACCORDING TO THE PLT, THE LANDING GEAR LEG FITTING FAILED CAUSING THE GEAR TO COLLAPSE.

Brief of Accident (Continued)

File No. - 995

7/20/85

RHINEBECK,NY

A/C Reg. No. N176H

Time (Lc1) - 1200 EDT

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,MAIN GEAR ATTACHMENT - FAILURE,TOTAL

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. LANDING GEAR,MAIN GEAR STRUT - FAILURE,PARTIAL

-----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. - 913 8/14/85 DEL MAR,NY A/C Reg. No. N3431H Time (Lcl) - 1745 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 - ENGINEERING & RESEARCH ERCOUPE	Eng Make/Model - CONTINENTAL C85-12F	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SCHENECTADY,NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SOUTH BETHLEHEM,NY	UNKNOWN
Wind Dir/Speed- 005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4500 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 - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 616
SE LAND,ME LAND	Months Since - 30	Make/Model- 350
	Aircraft Type - UNK/NR	Instrument- 51
		Multi-Eng - 30
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS REPOSITION THE ACFT AT THE REQUEST OF THE NEW OWNER WHO WAS NOT A RATED PLT. WHILE CLIMBING THRU 2000 FT AGL THE PLT REPORTED HEARING THE ENGINE GROWL AND FELT A LOSS OF POWER. DURING A PRECAUTIONARY DESCENT THE ENGINE SEIZED AND THE PLT MADE A FORCED LANDING IN A CORN FIELD. INSPECTION OF THE ENGINE REVEALED TWO SIEZED PISTONS AND HEAT DAMAGE THROUGHOUT THE ENGINE. THE TWO REMAINING CYLINDERS THAT WERE NOT DAMAGED APPEARED TO HAVE BEEN RECENTLY REPLACED WITHOUT THE APPROPRIATE LOGBOOK NOTATIONS. THE ACFT HAD BEEN PURCHASED TWO WEEKS PRIOR TO THE ACCIDENT AND THE SELLER REFUSED TO FLY THE ACFT.

Brief of Accident (Continued)

File No. - 913

8/14/85

DEL MAR,NY

A/C Reg. No. N3431H

Time (Lc1) - 1745 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
2. ENGINE ASSEMBLY,PISTON - MOVEMENT RESTRICTED

Occurrence #2 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
4. ENGINE ASSEMBLY,PISTON - OVERTEMPERATURE

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 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) 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. - 843 2/21/85 ATHENS, OH A/C Reg. No. N1500U Time (Lcl) - 1005 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal	Injuries			None
	Serious	Minor		
0	0	0	2	
0	0	0	0	

-----Aircraft Information-----

Make/Model - BEECH N35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3125
No. of Seats - 5

Eng Make/Model - CONTINENTAL IO-470-N
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 260/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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
ON AIRPORT

Airport Data

OHIO UNIVERSITY AIRPORT
Runway Ident - 25
Runway Lth/Wid - 4200/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 26
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 290
Make/Model- 18
Instrument- 52
Multi-Eng - 6
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FOLLOWING ONE HOUR OF AIRWORK THE INSTRUCTOR AND STUDENT RETURNED TO THE AIRPORT FOR A SHORT FIELD LANDING. THE INSTRUCTOR STATED THAT THE STUDENT LOWERED THE GEAR ON DOWNWIND. HE STATED FURTHER THAT THEY BOTH CHECKED THE GEAR POSITION INDICATOR ON BASE LEG AND FINAL APPROACH AND THE INDICATOR SHOWED GEAR DOWN BOTH TIMES. DURING THE FLARE THE GEAR WARNING HORN SOUNDED AND THE INSTRUCTOR NOW SAW THAT THE GEAR INDICATOR NOW SHOWED GEAR UP. POWER WAS ADVANCED BUT THE AIRCRAFT SETTLED TO THE RUNWAY AND STOPPED STRAIGHT AHEAD. THE GEAR COMPONENTS WERE EXAMINED FOLLOWING THE ACCIDENT AND NO MALFUNCTIONS COULD BE FOUND.

Brief of Accident (Continued)

File No. - 843

2/21/85

ATHENS, OH

A/C Reg. No. N1500U

Time (Lc1) - 1005 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, GEAR LOCKING MECHANISM - FLUCTUATING
2. GEAR EXTENSION - NOT ATTAINED - PILOT IN COMMAND
3. LANDING GEAR, GEAR INDICATING SYSTEM - UNDETERMINED
4. GO-AROUND - ATTEMPTED - 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) 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. - 853 6/05/85 LANCASTER, OH A/C Reg. No. N8243T Time (Lc1) - 2220 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 -TAXI			0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 175B	Eng Make/Model - CONTINENTAL GO-300-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 175 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	LONDON, OH	FAIRFIELD CO
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - SOFT
Obstructions to Vision- NONE		ROUGH
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 127
SE LAND	Months Since - 10	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 105
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS UNAWARE THAT THE TAXIWAY DID NOT CONTINUE TO THE APPROACH END OF RWY 28. HE FAILED TO SEE THE TURN IN THE TAXIWAY AND THE ACFT CONTINUED OFF THE END OF THE TAXIWAY WHERE IT CONTACTED A DITCH. THE TAXIWAY WAS NOT LIT (NOR WAS IT REQUIRED TO BE). IT WAS A DARK NIGHT WHEN THE ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 853

6/05/85

LANCASTER, OH

A/C Reg. No. N8243T

Time (Lc1) - 2220 EDT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. TERRAIN CONDITION - DITCH
4. AIRPORT FACILITIES, TAXIWAY LIGHTING - INADEQUATE
5. LIGHT CONDITION - DARK NIGHT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 844 7/18/85 BRYAN, OH A/C Reg. No. N6267 Time (Lcl) - 1515 EDT

-----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	1	0	0
Accident Occurred During - DESCENT			0	1	0	0

-----Aircraft Information-----

Make/Model - DIETZ EVANS VP-1	Eng Make/Model - VOLKSWAGEN 1500CC	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 53 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BRYAN, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	WILLIAMS COUNTY
Wind Dir/Speed- 190/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 250 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 - 70	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1295
SE LAND	Months Since - UNK/NR	Make/Model- 1
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 1
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT IMPACTED THE TERRAIN IN AN UNCONTROLLED DESCENT AFTER STALLING DURING AN EMERGENCY DESCENT. THE PLT STATED THAT AT AN ALT OF 700-800 FT AGL, THE ENGINE RPM DECREASED FROM 3000 TO 2400. THE RPM CONTINUED TO DECREASE AND THE ACFT STALLED AT AN ALT OF 45-50 FT AGL. INSPECTION OF THE ACFT AND ENGINE DID NOT REVEAL ANY MECHANICAL FAILURE OR MALFUNCTION. THE ENGINE HAD UNDERGONE AN OVERHAUL PRIOR TO THIS FLT AND IT WAS NOT BENCK TESTED PRIOR TO INSTALLATION IN THE ACFT.

Brief of Accident (Continued)

File No. - 844

7/18/85

BRYAN, OH

A/C Reg. No. N6267

Time (Lc1) - 1515 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 861 5/04/85 TULSA,OK A/C Reg. No. N6593L Time (Lcl) - 1100 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	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 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 - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	RICHARD-JONES-RIVERSIDE
Wind Dir/Speed- 160/012 KTS	ATC/Airspace	Runway Ident - 18L
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 3006/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 38
	Months Since - N/A	Make/Model- 38
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON A LOCAL INSTRUCTIONAL FLT PRACTICING SOLO LANDINGS. HE STATED HE MADE A HARD LANDING AND THE ACFT BOUNCED WITH THE NOSE GEAR ASS'Y SEPARATING ALLOWING THE ACFT TO BE SUBSTANTIALLY DAMAGED. THE LEFT WING ASS'Y RECEIVED SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 861

5/04/85

TULSA,OK

A/C Reg. No. N6593L

Time (Lc1) - 1100 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 871 5/17/85 CHICKASHA,OK A/C Reg. No. N71351 Time (Lcl) - 1630 CDT

-----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 182M	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination LOCAL	Airport Data CHICKASHA MUNI
Completeness - N/A		Runway Ident - 35
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 5100/ 100
Wind Dir/Speed- 010/008 KTS	Type of Flight Plan - NONE	Runway Surface - CONCRETE
Visibility - 15.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds -	Type Apch/Lndg - TRAFFIC PATTERN	
Lowest Ceiling - 15000 FT BROKEN		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 22
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 22
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT BOUNCED DURING LANDING AND THE STUDENT PLT ALLOWED THE ACFT TO PORPOISE. THE NOSE GEAR, ENGINE FIREWALL AND PROPELLER WERE DAMAGED. THIS WAS THE STUDENT'S FIRST SOLO FLT. HIS LAST 2.7 HRS OF DUAL FLT INSTRUCTION CONSISTED OF 18 PRACTICE TOUCH AND GO LANDINGS. THE ACCIDENT FLT WAS SUPPOSED TO HAVE CONSISTED OF 3 TOUCH AND GO LANDINGS.

Brief of Accident (Continued)

File No. - 871

5/17/85

CHICKASHA,OK

A/C Reg. No. N71351

Time (Lc1) - 1630 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
4. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 863 6/09/85 MARIETTA,OK A/C Reg. No. N1400J Time (Lcl) - 2100 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During -DESCENT			0	2	0

-----Aircraft Information-----

Make/Model - ROCKWELL 112B	Eng Make/Model - LYCOMING IO-360-C1D6	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2650	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	ADDISON,TX	
Wind Dir/Speed- 180/004 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 5000 FT SCATTERED	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 - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
UNK/NR	Current - UNK/NR	Total - UNK/NR
	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LIFTED OFF THE RWY TOO EARLY FOR THE CONDITIONS IE; HIGH GROSS WEIGHT AND ROUGH, UPHILL RWY WITH GRASS FOUR TO SIX INCHES TALL. HE THEN ATTEMPTED TO CLIMB TOO STEEPLY AND STALLED IMMEDIATELY AFTER PASSING THROUGH GROUND EFFECT. THE ACFT DESCENDED STRIKING THE RIGHT WING TIP AND RIGHT MAIN GEAR ON THE SURFACE OF THE RWY. THE GEAR WAS IN TRANSIT. THE DOORS OF THE LEFT MAIN AND NOSE GEARS WERE TORN OFF. THE ACFT ROTATED ABOUT 90 DEGS TO THE RIGHT, SLID OFF THE END OF THE RWY, DOWN AN EMBANKMENT AND INTO TREES.

Brief of Accident (Continued)

File No. - 863

6/09/85

MARIETTA,OK

A/C Reg. No. N1400J

Time (Lcl) - 2100 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIFT-OFF - PREMATURE - PILOT IN COMMAND
2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
3. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND
5. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - UPHILL
6. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - HIGH VEGETATION

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation OTHER

Finding(s)

7. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 822 6/10/85 TAHLEQUAH,OK A/C Reg. No. N1601S Time (Lcl) - 2306 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

4

-----Aircraft Information-----

Make/Model - PIPER PA-28-181
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4M
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 20.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

KANSAS CITY,MO

Destination

EUFAULA,OK

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - HIGH VEGETATION

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 36

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 610

Make/Model- 34

Instrument- 36

Last 24 Hrs - 24

Last 30 Days- UNK/NR

Last 90 Days- 39

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THE ACFT WAS IN FLT SLIGHTLY MORE THAN THREE HRS AFTER IT WAS REFUELED, BEFORE FUEL EXHAUSTION OCCURRED. THE ACFT REPORTEDLY WAS LEANED DURING THE FLT. POST ACCIDENT EXAMINATION REVEALED NO EVIDENCE OF ANY FUEL SYSTEM LEAKS. REASON FOR THE FUEL EXHAUSTION IS UNDETERMINED AS THE ACFT HAS AN ENDURANCE OF APRX 4.8 HRS. A FORCED LANDING WAS MADE IN A FLD, AT NIGHT, AND THE ACFT WAS INTENTIONALLY GROUND LOOPED TO AVOID A DIRT BANK.

Brief of Accident (Continued)

File No. - 822

6/10/85

TAHLEQUAH,OK

A/C Reg. No. N1601S

Time (Lcl) - 2306 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. FLUID,FUEL - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. LIGHT CONDITION - DARK NIGHT

Occurrence #3 ABRUPT MANEUVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DIRT BANK
5. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 816 7/04/85 FREDERICK,OK A/C Reg. No. N1580B Time (Lcl) - 0900 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE
Crew
Pass

-----Aircraft Information-----

Make/Model - LUSCOMBE T8F
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1400
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 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- 225/003 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
FREDERICK,OK
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

FREDERICK MUNICIPAL
Runway Ident - 17R
Runway Lth/Wid - 6000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 46
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 734
Make/Model- 2
Instrument- 0
Multi-Eng - 4
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HIS FOOT SLIPPED OFF THE RIGHT RUDDER PEDAL WHICH ALLOWED THE ACFT TO VEER LEFT OFF THE RWY. THE ACFT HIT A DITCH AND FLIPPED OVER. FAA COORDINATOR CONFIRMED INITIAL NOTIFICATION OF SUBSTANTIAL DAMAGE TO THE ACFT.

Brief of Accident (Continued)

File No. - 816

7/04/85

FREDERICK,OK

A/C Reg. No. N1580B

Time (Lc1) - 0900 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. RUDDER - NOT MAINTAINED - PILOT IN COMMAND
 2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
 4. TERRAIN CONDITION - DITCH
-

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) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 858 7/20/85 CHATTANOOGA,OK A/C Reg. No. N1642G Time (Lcl) - 1445 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	Injuries			None
	Serious	Minor		
0	0	0		1
0	0	0		0

-----Aircraft Information-----

Make/Model - CHAMPION 7KCAB
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING IO-320
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 270/010 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - 7000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHATTANOOGA,OK

Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

CHATTANOOGA SKY HARBOR
Runway Ident - 17
Runway Lth/Wid - 3400/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND,ME LAND

Age - 44

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	378	Last 24 Hrs	-	2
Make/Model-	18		Last 30 Days-	UNK/NR	
Instrument-	80		Last 90 Days-	UNK/NR	
Multi-Eng	-	16			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT LOST DIRECTIONAL CONTROL WHILE LANDING IN A CROSSWIND AND THE ACFT GROUND LOOPED AFTER THE LEFT MAIN LANDING GEAR CONTACTED SOFT TERRAIN ALONGSIDE OF THE RUNWAY. THE NEAREST OFFICIAL AVIATION WEATHER REPORTING STATION WAS AT LAWTON, OK, LOCATED 16 MILES NORTHEAST OF THE ACCIDENT SITE. THEIR WIND AT THE TIME OF THE ACCIDENT WAS FROM 150 DEGS AT 7 KTS. THE PLT LANDED ON RWY 17.

Brief of Accident (Continued)

File No. - 858

7/20/85

CHATTANOOGA,OK

A/C Reg. No. N1642G

Time (Lc1) - 1445 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. WEATHER CONDITION - CROSSWIND
-

Occurrence #2 NOSE DOWN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 964 4/26/85 MYRTLE POINT,OR A/C Reg. No. N99GM Time (Lc1) - 0900 PST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	0	Serious	0	Minor	0	None	1
Type of Operation -AERIAL APPLICATION	Fire	Crew	0	0	0	0	0	0	0
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0	0	0	0	0
Accident Occurred During -LANDING									

-----Aircraft Information-----

Make/Model - HILLER 12E	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - YES-UNK/NR
Landing Gear - SKID	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3100	Engine Type - TURBOSHAFT	
No. of Seats - 3	Rated Power - 305 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	MYRTLE POINT,OR	NONE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
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 - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 12402
SE LAND,ME LAND,SE SEA	Months Since - 12	Make/Model- 7272
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 200
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 96
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A CFR 137 FLIGHT A TOTAL LOSS OF POWER OCCURRED WITH AN AUDIBLE SCREECH COMING FORM THE ENGINE AREA. AUTOROTATION WAS MADE AND THE ACFT WAS LANDED INTO A HEVILY TREED AREA WITH STEEP TERRAIN. DURING ENGINE TEAR DOWN A FRACTURED IMPELLER WAS FOUND. METALLURGICAL ANALYSIS REVEALED THAT THE FRACTURED IMPELLER WAS DUE TO PROGRESSION OF A PRE-EXISTING FATIGUE CRACK IN THE IMPELLER.

Brief of Accident (Continued)

File No. - 964

4/26/85

MYRTLE POINT,OR

A/C Reg. No. N99GM

Time (Lc1) - 0900 PST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. COMPRESSOR ASSEMBLY,IMPELLER - FATIGUE
 2. COMPRESSOR ASSEMBLY,IMPELLER - FAILURE,TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - UPHILL
 5. TERRAIN CONDITION - HIGH TERRAIN
 6. TERRAIN CONDITION - 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) 3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 961 4/30/85 WESTON,OR A/C Reg. No. N3652F Time (Lcl) - 0909 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-AERIAL APPLICATION	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 137	Fire	Crew 0	1	0	0
Accident Occurred During	-MANEUVERING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- AIR TRACTOR AT301	Eng Make/Model	- P&W R1340-AN1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 6600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 1340 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	UNK/NR	Runway Ident
Wind Dir/Speed	- CALM	ATC/Airspace	- N/A
Visibility	- 20.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	Type of Clearance	- N/A
Obstructions to Vision	- NONE	- NONE	Runway Surface
Precipitation	- NONE	Type Apch/Lndg.	- N/A
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 2320	Last 24 Hrs - 5
SE LAND	Months Since - 7	Make/Model- 154	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - C-172	Instrument- UNK/NR	Last 90 Days- 140
		Multi-Eng - UNK/NR	Rotorcraft - 1121

Instrument Rating(s) - HELICOPTER

-----Narrative-----

DURING THIS AERIAL APPLICATION FLIGHT THE AIRCRAFT CLIPPED A TREE AND THEN IMPACTED WITH THE GROUND. THE PILOT WAS SERIOUSLY INJURED WHEN THE STITCHING ON THE SHOULDER HARNESS FAILED AND THE PILOT WAS THROWN FORWARD.

Brief of Accident (Continued)

File No. - 961

4/30/85

WESTON,OR

A/C Reg. No. N3652F

Time (Lc1) - 0909 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. CLEARANCE - INADEQUATE - PILOT IN COMMAND
2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
3. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 850 5/05/85 FALL CREEK,OR A/C Reg. No. N28872 Time (Lcl) - 0740 PDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - SUPPLEMENTAL

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -AERIAL APPLICATION

Fire

Crew

Flight Conducted Under -14 CFR 137

NONE

Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - HILLER UH-12E

Eng Make/Model - ALLISON 250-C20B

ELT Installed/Activated - YES/NO

Landing Gear - SKID

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 3100

Engine Type - TURBOSHAFT

No. of Seats - 3

Rated Power - 375 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 40.0 SM

Lowest Sky/Clouds - 2000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

EUGENE,OR

Destination

FALL CREEK,OR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Age - 35

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL,ATP,CFI

Current - YES

Total - 8055

Last 24 Hrs - 1

SE LAND,ME LAND,SE SEA,ME SEA

Months Since - 16

Make/Model- 155

Last 30 Days- UNK/NR

HELICOPTER ,GLIDER

Aircraft Type - UNK/NR

Instrument- 237

Last 90 Days- 66

Multi-Eng - 326

Rotorcraft - 1470

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE HELICOPTER SUSTAINED SUBSTANTIAL DAMAGE DURING A FORCED LANDING FOLLOWING A LOSS OF POWER. ACCORDING TO THE PLT, THE HELICOPTER WAS REFUELED APRX 1 HR FLT TIME PRIOR TO THE ACCIDENT. CAUSE OF THE POWER LOSS WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 850

5/05/85

FALL CREEK, OR

A/C Reg. No. N28872

Time (Lc1) - 0740 PDT

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 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 840 6/12/85 ALBANY, OR A/C Reg. No. N6523Q Time (Lcl) - 1600 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- ALON A2	Eng Make/Model	- CONTINENTAL C-90-12F	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-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-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>ALBANY, OR</p> <p>Destination</p> <p>HILLSBORO, OR</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>ALBANY MUNICIPAL</p> <p>Runway Ident - 34</p> <p>Runway Lth/Wid - 3000/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 222
SE LAND	Months Since - 15	Make/Model- 30
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF AT ABOUT 150 FEET AGL THE ENGINE CEASED OPERATING. A FORCED LANDING WAS MADE AND THE ACFT STRUCK A FENCE PRIOR TO TOUCHDOWN. INSPECTION OF THE ACFT AND ENG DID NOT REVEAL ANY MECHANICAL FAILURE/MALFUNCTION. THE PLT HAD BEEN USING AUTOMOTIVE DURING THIS FLT AND THE PRIOR 10 HRS OF FLT IN THIS ACFT.

Brief of Accident (Continued)

File No. - 840

6/12/85

ALBANY,OR

A/C Reg. No. N6523Q

Time (Lc1) - 1600 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 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
2. OBJECT - FENCE

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
3. TERRAIN CONDITION - NONE SUITABLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 915 6/27/85 BURNS,OR A/C Reg. No. N6647Z Time (Lcl) - 1000 PDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED

Fire
ON GROUND

Crew
Pass

	Fatal	Serious	Minor	None
	1	0	0	0
	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-25-235
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2900
No. of Seats - 1

Eng Make/Model - LYCOMING O-540-B2B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 340/017 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
BURNS,OR
Destination
BURNS,OR

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 - DIRT
Runway Status - DRY
HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 49
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 1521	Last 24 Hrs	- 4
Make/Model-	1521	Last 30 Days-	UNK/NR
Instrument-	92	Last 90 Days-	50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AERIAL APPLICATIONS THE PILOT CLEARED A RISE, GOT A DOWN DRAFT, STRUCK TREES AND THEN STALLED STRIKING THE GROUND WITH LITTLE FORWARD MOTION. AN INTENSE EXPLOSION AND FIRE FOLLOWED. THE FIRE ORIGIN WAS IN THE AREA OF THE FIBERGLASS FUEL TANK. AN OPTIONAL FUEL TANK ASSEMBLY REPLACEMENT WITH A RUBBER FUEL CELL LINER HAS BEEN AVAILABLE FOR YEARS FOR THIS AIRCRAFT, BUT THIS AIRCRAFT WAS EQUIPPED WITH THE ORIGINAL FIBERGLASS FUEL TANK.

Brief of Accident (Continued)

File No. - 915

6/27/85

BURNS,OR

A/C Reg. No. N6647Z

Time (Lc1) - 1000 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

2. IN-FLIGHT PLANNING/DECISION - MISJUDGED - PILOT IN COMMAND

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Occurrence #4 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Occurrence #5 FIRE/EXPLOSION
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 971 2/13/85 ST. MARY'S, PA A/C Reg. No. N2019U Time (Lcl) - 2200 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
2	0	0	0
0	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Fire Crew
ON GROUND Pass

-----Aircraft Information-----

Make/Model - BEECH G90
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 9650
No. of Seats - 2

Eng Make/Model - P & W PT6A-21
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 550 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL

Basic Weather - IMC
Wind Dir/Speed- 250/010 KTS
Visibility - 15.0 SM

Lowest Sky/Clouds -
Lowest Ceiling - 1100 FT OVERCAST
Obstructions to Vision- BLOWING SNOW
Precipitation - SNOW SHOWER
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
DUBOIS, PA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-LOCALIZER

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ST. MARYS
Runway Ident - 28
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - SNOW - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
ME LAND

Age - 55

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - 25D

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 9000	Last 24 Hrs	- UNK/NR
Make/Model-	500	Last 30 Days-	UNK/NR
Instrument-	321	Last 90 Days-	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED DURING A LOG DME APPROACH. ACCORDING TO ATC THE ACFT CRASHED AFTER MAKING A PROCEDURE TURN AT THE FAF. THE WINDS IN THE AREA WERE BEING CALLED 250 DEGREES AT 10 KTS GUSTING TO 28 KNTS. A CAUTION ON THE APCH PLATE HAS A REMARK, -"PRECIPITIOUS TERRAIN-EXPECT TURBULENCE."

Brief of Accident (Continued)

File No. - 971

2/13/85

ST. MARY'S, PA

A/C Reg. No. N2019U

Time (Lcl) - 2200 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
 3. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
 4. MINIMUM DESCENT ALTITUDE - BELOW - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 958 4/18/85 CLARION, PA A/C Reg. No. N506AC Time (Lcl) - 0715 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - POSITIONING
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire Crew
NONE 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 TIO-540
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed -
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
BUFFALO, NY
Destination
PITTSBURGH, PA

Airport Proximity
ON AIRPORT

Airport Data

CLARION CO.
Runway Ident - 05
Runway Lth/Wid - 3500/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance -
Type Apch/Lndg - PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, CFI
ME LAND

Age - 22

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	- 170	Last 24 Hrs	- 5
Make/Model	- 170	Last 30 Days	- UNK/NR
Instrument	- 220	Last 90 Days	- 190

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PURPOSE OF THE FLIGHT WAS TO POSITION THE AIRCRAFT AT PITTSBURGH, PA. DURING THE TAKEOFF ROLL AT BUFFALO, TWO TO THREE SHORT POWER SURGES IN THE NO. 1 ENGINE WERE EXPERIENCED BUT THE PILOT DECIDED NOT TO ABORT AND CONTINUED TO DESTINATION. THE AIRCRAFT RAN SMOOTHLY WITH THE MIXTURE LEANED AND THE RPM AT 2400. HOWEVER WHEN THE PILOT FURTHER LEAN THE LEFT MIXTURE, THE NO. 1 ENGINE BEGAN TO SURGE AS THOUGH IT WAS FUEL STARVED. A PRECAUTIONARY LANDING WAS MADE AT CLARION AIRPORT, WHILE LANDING, AT 60 KNOTS. THE AIRCRAFT CONTINUED ROLLING OFF THE RUNWAY THROUGH THE GRASS AND OVER A 10' CLIFF.

Brief of Accident (Continued)

File No. - 958

4/18/85

CLARION, PA

A/C Reg. No. N506AC

Time (Lc1) - 0715 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. FLUID, FUEL - STARVATION
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6

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. - 984 4/27/85 MIDDLETOWN,PA A/C Reg. No. N8052L Time (Lcl) - 1100 EST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-MINUTE MAN AIRWAYS, INC.	SUBSTANTIAL						
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1	
Accident Occurred During	-LANDING			0	0	0	0	

-----Aircraft Information-----

Make/Model	- CESSNA 172H	Eng Make/Model	- LYCOMING O-320-D2G	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 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				
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL			
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	-	Type of Clearance	- NONE	Runway Surface	- DIRT
Lowest Ceiling	-	Type Apch/Lndg	- FORCED LANDING	Runway Status	- SOFT
Obstructions to Vision	- NONE				ROUGH
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, CFI	Current - YES	Total - 2300	Last 24 Hrs - 300
SE LAND, ME LAND	Months Since - 8	Make/Model - 1000	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 420	Last 90 Days - UNK/NR
		Multi-Eng - 151	

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT NOSED OVER IN A PLOWED FIELD DURING A FORCED LANDING AFTER A PWR LOSS DURING CRUISE FLT. AFTER THE PWR LOSS THE PLT DECLARED AN EMERGENCY AND SET UP A SLIDE FOR THE NEARBY ARPT. STRONG WINDS INTERFERED IN THE PLANNED APPROACH AND THE ACFT SETTLED IN THE PLOWED FIELD. THE NOSE GEAR WAS SHEARED DURING THE LNDG.

Brief of Accident (Continued)

File No. - 984

4/27/85

MIDDLETOWN, PA

A/C Reg. No. N8052L

Time (Lc1) - 1100 EST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, CRANKSHAFT - STRESS CORROSION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - GROUND
4. LANDING GEAR, NOSE GEAR - FAILURE, PARTIAL

-----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. - 880 7/05/85 EBENSBURG, PA A/C Reg. No. N45946 Time (Lcl) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA 152II	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 110 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 210/008 KTS</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - 3000 FT SCATTERED</p> <p>Lowest Ceiling - 9000 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p>EBENSBURG</p> <p>Runway Ident - 24</p> <p>Runway Lth/Wid - 3210/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">STUDENT</p>	<p>Age - 26</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - N/A</p> <p style="padding-left: 20px;">Months Since - N/A</p> <p style="padding-left: 20px;">Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 32</td> <td>Last 24 Hrs</td> <td>- 1</td> </tr> <tr> <td>Make/Model-</td> <td>32</td> <td>Last 30 Days-</td> <td>UNK/NR</td> </tr> <tr> <td>Instrument-</td> <td>0</td> <td>Last 90 Days-</td> <td>2</td> </tr> <tr> <td>Multi-Eng</td> <td>- 2</td> <td></td> <td></td> </tr> </table>	Total	- 32	Last 24 Hrs	- 1	Make/Model-	32	Last 30 Days-	UNK/NR	Instrument-	0	Last 90 Days-	2	Multi-Eng	- 2		
Total	- 32	Last 24 Hrs	- 1															
Make/Model-	32	Last 30 Days-	UNK/NR															
Instrument-	0	Last 90 Days-	2															
Multi-Eng	- 2																	

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS PRACTICING TAKEOFFS AND LANDINGS WHEN THE ACFT TRAVELED OFF THE LEFT SIDE OF THE RWY DURING THE FOURTH LANDING. ONCE OFF THE RWY, THE ACFT TRAVELED INTO A CONSTRUCTION AREA WHERE IT NOSED OVER.

Brief of Accident (Continued)

File No. - 880

7/05/85

EBENSBURG, PA

A/C Reg. No. N45946

Time (Lcl) - 1500 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
-

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) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 955 7/16/85 HOOKSTOWN, PA A/C Reg. No. N5322Z Time (Lcl) - 1710 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
0	0	0	0

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew Fatal
NONE Pass 0

-----Aircraft Information-----

Make/Model - PIPER PA-22-108
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C1B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 310/010 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 3500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity
ON AIRPORT

Airport Data

HANNA BEAVER

Runway Ident - 31

Runway Lth/Wid - 2719/ 100

Runway Surface - GRASS/TURF

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 18

Biennial Flight Review

Current - NO

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 354

Make/Model- 53

Instrument- 58

Multi-Eng - 15

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 69

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR AND STUDENT WERE PRACTICING NORMAL TAKEOFFS AND LANDINGS. ACCORDING TO THE PILOT, ON THE SIXTH LANDING, AT THE CORRECT AIRSPEED, THE AIRCRAFT TOUCHED DOWN ON THE MAIN GEAR AND THEN THE NOISE WHEEL COLLAPSED. THE AIRCRAFT THEN NOSED OVER. ACCORDING TO DOYAL W. MILLER, AN FAA AVIATION SAFETY INSPECTOR, TIRE SCUFF MARKS REVEALED THAT THE AIRCRAFT TOUCHED DOWN NOSE FIRST, IN A LEFT CRAB, ABOUT 200 FEET SHORT OF THE RUNWAY ON THE THRESHOLDS THE AIRCRAFT SLID ON ITS NOSE, NOSED OVER, AND CAME TO REST 130 FEET FROM THE TOUCH DOWN MARKS. THE ELEVATOR CONTROLS OPERATED NORMALLY AFTER THE BENT PANELS AND BROKEN NOSE STRUT WERE REMOVED.

Brief of Accident (Continued)

File No. - 955

7/16/85

HOOKSTOWN, PA

A/C Reg. No. N5322Z

Time (Lcl) - 1710 EDT

Occurrence #1 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
 2. FLARE - IMPROPER -
 3. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
 4. PROPER ALIGNMENT - NOT OBTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
 6. RUN ON LANDING - UNCONTROLLED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,6

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. - 914 8/18/85 HAWLEY, PA A/C Reg. No. N100FH Time (Lc1) - 0912 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	4	2
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - BELL BH206L-1	Eng Make/Model - ALLISON 250-C28B	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 4050	Engine Type - TURBOJET	
No. of Seats - 7	Rated Power - 435 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HAWLEY, PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	POCONO RACE TR., PA	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 20000 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 20000 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-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 14317
SE LAND, ME LAND	Months Since - 1	Make/Model - 181
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 1907
		Multi-Eng - 10083
		Last 24 Hrs - 25
		Last 30 Days - UNK/NR
		Last 90 Days - 253
		Rotorcraft - 1752

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE HELICOPTER ARRIVED AT A PRIVATE RESIDENCE TO TRANSPORT RACE CAR DRIVERS TO THE POCONO RACEWAY. DURING DEPARTURE THE PILOT FAILED TO SEE POWERLINES IN THE FLIGHT PATH THAT CONTACTED THE MAIN ROTOR SYSTEM. THE MAIN ROTOR SYSTEM FAILED AND THE HELICOPTER IMPACTED TREES AND THE GROUND. THE OCCUPANTS DEPLANED WITHOUT ASSISTANCE.

Brief of Accident (Continued)

File No. - 914

8/18/85

HAWLEY, PA

A/C Reg. No. N100FH

Time (Lcl) - 0912 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

4. ROTOR SYSTEM - DETERIORATED

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 992 8/20/85 CHESTER, SC A/C Reg. No. N96AS Time (Lcl) - 1610 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL				
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries	
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	Serious	Minor
Accident Occurred During - LANDING			0	0	0
					None
					1
					0

-----Aircraft Information-----

Make/Model - BLANIK L-13	Eng Make/Model - N/A	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 1102	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 - 1.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - BROKEN	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 244
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
GLIDER	Aircraft Type - UNK/NR	Make/Model- 1
		Instrument- 11
		Multi-Eng - 39
		Last 30 Days- UNK/NR
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE GLIDER LANDED ABOUT 150 FT SHORT OF THE RWY ON THE PLTS 1ST SOLO IN THIS ACFT. HE SAID HE NOTICED A RAPID DROP IN ALT AT 55 MPH ON FINAL APPROACH AND BEGAN TO CHANGE SPOILER POSITION TO COMPENSATE. HE COMPLAINED THAT THE STIFFNESS OF THE OPERATION OF THE SPOILERS MAY HAVE MISLED HIM AS TO THE FLT POSITION.

Brief of Accident (Continued)

File No. - 992

8/20/85

CHESTER, SC

A/C Reg. No. N96AS

Time (Lc1) - 1610 EDT

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. FLT CONTROL SYST, WING SPOILER SYSTEM - BINDING(MECHANICAL)
 4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

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. - 801 2/26/85 COLLEGE STATION, TX A/C Reg. No. N1868Z Time (Lc1) - 1138 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 205	Eng Make/Model - CONTINENTAL IO-470-S	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point ADDISON, TX	
Method - TELEPHONE	Destination	Airport Data
Completeness - WEATHER NOT PERTINENT	SAME AS ACC/INC	EASTERWOOD
Basic Weather - VMC	ATC/Airspace	Runway Ident - 16
Wind Dir/Speed- 160/007 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 5149/ 150
Visibility - 6.0 SM	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Sky/Clouds -	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Lowest Ceiling - 4000 FT BROKEN		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 807
SE LAND	Months Since - 4	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 655
		Instrument- 218
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT VEERED TO THE RIGHT ON TOUCHDOWN. THE PLT WAS UNABLE TO REGAIN CONTROL BEFORE THE ACFT DEPARTED THE RIGHT SIDE OF THE RWY AND NOSED OVER WHEN IT ENTERED THE SOFT TERRAIN. NO EVIDENCE OF A NOSE GEAR FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 801

2/26/85

COLLEGE STATION, TX

A/C Reg. No. N1868Z

Time (Lcl) - 1138 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, NOSEWHEEL STEERING - UNDETERMINED
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 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

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 872 3/17/85 ATHENS, TX A/C Reg. No. N15131 Time (Lcl) - 1330 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage								
	DESTROYED	Fatal	0	Serious	0	Minor	1	None	0
Type of Operation -PERSONAL	Fire	Crew	0						
Flight Conducted Under -14 CFR 91	NONE	Pass	0		1		2		0
Accident Occurred During -DESCENT									

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 315/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
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 - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 313
SE LAND	Months Since - 23	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 249
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED TREES AND DESCENDED UNCONTROLLED INTO THE TERRAIN DURING AN INITIAL TAKEOFF CLIMB. THE TAKEOFF WAS MADE ON A 1830 FT SOD STRIP WHICH IS BORDERED ON THE DEPARTURE END BY TREES. THE PLT STATED HE USED FULL THROTTLE (2400-2450 RPM) BUT ONLY ACHIEVED 60-63 MPH. HE CONTINUED TO REPORT THAT ONCE BECOMING AIRBORNE, THE ACFT WOULD NOT MAINTAIN ALT AND AN UNCONTROLLED DESCENT WAS ENTERED. THE LEFT WING CONTACTED TREES AFTER WHICH THE ACFT COLLIDED WITH THE TERRAIN. THE PLT REPORTED THE STALL WARNING CAME ON EARLY IN THE TAKEOFF BUT HE CORRECTED THE SITUATION BY LOWERING THE NOSE.

Brief of Accident (Continued)

File No. - 872

3/17/85

ATHENS, TX

A/C Reg. No. N15131

Time (Lcl) - 1330 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND
 2. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
 3. STALL - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. OBJECT - TREE(S)
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 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. - 852 4/16/85 LIBERTY, TX A/C Reg. No. N80577 Time (Lc1) - 1030 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation - PERSONAL	Fire	Crew	0	1	0	0	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0	
Accident Occurred During -DESCENT							

-----Aircraft Information-----

Make/Model - GLOBE GC-1B	Eng Make/Model - LYCOMING O-290-D2	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1710	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 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	BEAUMONT, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LIBERTY MUNI
Wind Dir/Speed- 290/010 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 - 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 - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 868
SE LAND	Months Since - 19	Make/Model- 685
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT EXPERIENCED AN INFLIGHT PARTIAL LOSS OF PWR AFTER WHICH HE SHUT OFF THE MASTER SWITCH, AND THE FUEL VALVE AND ATTEMPTED TO MAKE A FORCED LANDING ON A NEARBY ARPT. HOWEVER, THERE WAS INSUFFICIENT ALT TO CLEAR A POWERLINE. A STEEP TURN WAS MADE AND THE ACFT COLLIDED WITH THE TERRAIN.

Brief of Accident (Continued)

File No. - 852

4/16/85

LIBERTY, TX

A/C Reg. No. N80577

Time (Lc1) - 1030 CST

Occurrence #1

LOSS OF POWER

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. UNDETERMINED

Occurrence #2

FORCED LANDING

Phase of Operation

DESCENT - EMERGENCY

Occurrence #3

LOSS OF CONTROL - IN FLIGHT

Phase of Operation

DESCENT - EMERGENCY

Finding(s)

2. OBJECT - WIRE, TRANSMISSION

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

-----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. - 868 5/04/85 FREDERICKSBURG, TX A/C Reg. No. N925TX Time (Lcl) - 1300 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - DESCENT					

-----Aircraft Information-----

Make/Model - PIPER J-3C	Eng Make/Model - CONTINENTAL A-65	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination LOCAL	Airport Data
Completeness - N/A		Runway Ident - 18
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 1770
Wind Dir/Speed- 180/010 KTS	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Visibility - 50.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - TRAFFIC PATTERN	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 945
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 23
		Instrument- 20
		Multi-Eng - 922
		Last 30 Days- UNK/NR
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED TREES AFTER ENCOUNTERING A DOWNDRAFT DURING FINAL APCH. THE PLT STATED THE APCH INTO THE 10-12 KT GUSTY WIND RESULTED IN A LOW, FLAT APCH. A DOWNDRAFT WAS ENCOUNTERED, THE ACFT CONTACTED TREES AND DESCENDED UNCONTROLLED INTO THE TERRAIN.

Brief of Accident (Continued)

File No. - 868

5/04/85

FREDERICKSBURG, TX

A/C Reg. No. N925TX

Time (Lc1) - 1300 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - DOWNDRAFT
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. OBJECT - TREE(S)
5. PROPER GLIDEPATH - IMPROPER - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. DESCENT - 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

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. - 866 5/12/85 CORSICANA, TX A/C Reg. No. N8203R Time (Lcl) - 1430 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 Minor
0 0
0 0

None
1
1

-----Aircraft Information-----

Make/Model - BELLANCA 17-30A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3000
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-K1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
STEPHENVILLE, TX

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY
SOFT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 36
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 432
Make/Model- 156
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 33

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT RECEIVED SUBSTANTIAL DAMAGE DURING A FORCED LANDING FOLLOWING A LOSS OF POWER AS A RESULT OF FUEL STARVATION. THE PLT HAD SELECTED THE LEFT FUEL TANK FOR TAKEOFF. THE LEFT FUEL GAGE INDICATED THE TANK WAS FULL WHEN IN FACT IT WAS EMPTY.

Brief of Accident (Continued)

File No. - 866

5/12/85

CORSICANA, TX

A/C Reg. No. N8203R

Time (Lc1) - 1430 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. FLUID, FUEL - STARVATION
 3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
 4. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - INOPERATIVE
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - NONE SUITABLE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5

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. - 869 5/13/85 AUSTIN, TX

A/C Reg. No. N3835Y

Time (Lcl) - 1636 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Injuries		
		Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 210D
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 050/006 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 500 FT SCATTERED
Lowest Ceiling - 2200 FT BROKEN
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
AUSTIN, TX
Destination
UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

ROBERT MUELLER
Runway Ident - 35
Runway Lth/Wid - 5006/ 150
Runway Surface - ASPHALT
Runway Status - WET

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 53
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	164	Last 24 Hrs	-	5
Make/Model	-	30	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	16

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TOUCHED DOWN LONG ON RWY 17 WITH 30 DEGS OF FLAPS, APPARENTLY GOING DOWNWIND. HE ATTEMPTED A GO-AROUND, DRIFTED TO THE RIGHT AND THE LEFT MAIN GEAR HIT A LARGE BOULDER SEPARATING THE GEAR FROM THE ACFT. THE PLT THEN FLEW TO ANOTHER NEARBY ARPT AND LANDED ON RWY 35 WITH A 050 DEG WIND OF 6 KTS. THE ACFT ROLLED/SLID TO A STOP ON ITS RIGHT MAIN, NOSE GEAR AND LEFT WING TIP.

Brief of Accident (Continued)

File No. - 869

5/13/85

AUSTIN, TX

A/C Reg. No. N3835Y

Time (Lc1) - 1636 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. LANDING GEAR, MAIN GEAR - OVERLOAD

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 870 5/20/85 ABILENE, TX A/C Reg. No. N95BH Time (Lcl) - 0937 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	2
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECHCRAFT 58P	Eng Make/Model - CONTINENTAL TSIO-520-L	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SWEETWATER, TX	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAN ANTONIO, TX	ABILENE
Wind Dir/Speed- 100/007 KTS	ATC/Airspace	Runway Ident - 17R
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7700/ 150
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 12000
SE LAND, ME LAND	Months Since - 4	Make/Model- 1230
	Aircraft Type - UNK/NR	Instrument- 3000
		Multi-Eng - 7000
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED HE MADE A NORMAL LANDING AND THE GEAR FOLDED DURING THE ROLLOUT. ANOTHER PLT WHO WAS WAITING AT THE END OF THE RWY FOR TAKEOFF OBSERVED THE LANDING AND STATED THE LANDING GEAR WAS EXTENDED TOO LATE AND WAS STILL IN TRANSIT (NOT FULLY DOWN) WHEN TOUCHDOWN OCCURRED.

Brief of Accident (Continued)

File No. - 870

5/20/85

ABILENE, TX

A/C Reg. No. N95BH

Time (Lcl) - 0937 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
 2. GEAR EXTENSION - DELAYED - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - 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

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 811 5/21/85 AUSTIN, TX A/C Reg. No. N6665P Time (Lc1) - 1914 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			None
Type of Operation -BUSINESS	Fire	Crew	0	Serious	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - PIPER PA-24-250	Eng Make/Model - LYCOMING O-540-A1AS	ELT Installed/Activated - YES-UNK/NR
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 ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point DALLAS, TX	
Method - N/A	Destination SAME AS ACC/INC	Airport Data
Completeness - N/A		ROBERT MUELLER
Basic Weather - VMC	ATC/Airspace	Runway Ident - 17
Wind Dir/Speed- 210/006 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 5606/ 100
Visibility - 20.0 SM	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Lowest Ceiling - NONE	FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 933
SE LAND, ME LAND	Months Since - 11	Make/Model- 81
	Aircraft Type - UNK/NR	Instrument- 13
		Multi-Eng - 146
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE FELT THE GEAR EXTEND AND THE CORRESPONDING DECREASE IN AIRSPEED WHEN THE GEAR WAS LOWERED DURING THE APCH. HE STATED HE THOUGHT HE OBSERVED A GREEN GEAR DOWN INDICATION AND HE DID OBSERVE THE SHADOW OF THE EXTENDED GEAR ON THE GROUND AS THE ACFT CROSSED THE THRESHOLD. WITNESSES REPORTED THE GEAR APPEARED TO BE IN THE NORMAL POSITION FOR LANDING. DURING THE LANDING ROLL THE GEAR COLLAPLED. THREE DIFFERENT ACFT MAINTENANCE PERSONNEL EXAMINED THE ACFT AND REPORTED FINDING NO REASON FOR THE GEAR RETRACTION.

Brief of Accident (Continued)

File No. - 811

5/21/85

AUSTIN, TX

A/C Reg. No. N6665P

Time (Lc1) - 1914 CDT

Occurrence COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR - UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 812 6/01/85 EDNA, TX A/C Reg. No. N3708E Time (Lcl) - 1500 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	0	Serious	Minor
Accident Occurred During	-TAKEOFF				0	0		1
								0
								0

-----Aircraft Information-----

Make/Model	- AERONCA 7AC	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1220	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	Rated Power	- 112 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	EDNA, TX		Runway Ident	- N/A
Wind Dir/Speed	- 190/008 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 10.0 SM	Type of Flight Plan	- NONE	Runway Surface	- GRAVEL
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Status	- DRY
Lowest Ceiling	- NONE	Type Apch/Lndg	- STRAIGHT-IN		HOLES
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - NO	Total - 401	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 34	Make/Model - 48	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 19

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LOST DIRECTIONAL CONTROL DURING A CROSSWIND TAKEOFF FROM A RANCH ROAD. THE ACFT VEERED OFF THE RIGHT (NORTH) SIDE OF THE ROAD WHERE IT CONTACTED A DITCH IN A RICE FIELD.

Brief of Accident (Continued)

File No. - 812

6/01/85

EDNA, TX

A/C Reg. No. N3708E

Time (Lcl) - 1500 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. WEATHER CONDITION - CROSSWIND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. TERRAIN CONDITION - DIRT BANK
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 813 6/04/85 FRIONA, TX A/C Reg. No. N731AS Time (Lc1) - 1630 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - TEST
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA A188B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3300
No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-520-D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/012 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

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 - 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 - 1830
Make/Model- 900
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LOST DIRECTIONAL CONTROL AND GROUND LOOPED OFF THE SIDE OF THE RWY. THE PURPOSE OF THE FLT WAS TO CHECK THE ADJUSTMENT OF THE ACFT'S SPRAY DISPENSING EQUIPMENT. TWENTY GALLONS OF WATER WERE ON BOARD TO BE USED AS A SUBSTITUTE FOR CHEMICAL SPRAY. THE PLT STATED HE ALLOWED THE LEFT WING AND SPRAY APPARATUS TO CONTACT HIGH VEGETATION ALONG THE SIDE OF THE RWY DUE TO A LEFT CROSSWIND.

Brief of Accident (Continued)

File No. - 813

6/04/85

FRIONA, TX

A/C Reg. No. N731AS

Time (Lcl) - 1630 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 862 6/08/85 KELLER, TX A/C Reg. No. N24220 Time (Lcl) - 1445 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Pass	0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3900
No. of Seats - 2

Eng Make/Model - LYCOMING O-235
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 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 - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KELLER, TX
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

STAGECOACH HILLS
Runway Ident - 17
Runway Lth/Wid - 2800
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 33
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 498
Make/Model- 11
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A TREE DURING A FORCED LANDING ROLL FOLLOWING A LOSS OF POWER ON INITIAL TAKEOFF CLIMB.
THE PLT REPORTED A LEAK WAS FOUND IN THE GASCOLATOR AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 862

6/08/85

KELLER, TX

A/C Reg. No. N24220

Time (Lcl) - 1445 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
 1. FUEL SYSTEM, FILTER - LEAK
 2. FLUID, FUEL - EXHAUSTION

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)

-----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. - 821 6/13/85 NEW BRAUNFELS, TX A/C Reg. No. N2091C Time (Lc1) - 1400 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
1 1
0 0

None
0
0

-----Aircraft Information-----

Make/Model - BEECH 95
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4000
No. of Seats - 5

Eng Make/Model - LYCOMING O-360-A1A
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 350/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 4500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NEW BRAUNFELS, TX
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - GO AROUND

Airport Proximity
ON AIRPORT

Airport Data

NEW BRAUNFELS MUNICIPAL
Runway Ident - 35
Runway Lth/Wid - 5370/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND, ME LAND

Age - 49

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	1727	Last 24 Hrs -	5
Make/Model-	215		Last 30 Days-	UNK/NR
Instrument-	306		Last 90 Days-	98
Multi-Eng -	215			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PILOT AND STUDENT SINGLE ENGINE RATED PILOT WERE PRACTICING SINGLE ENG FULL STOP LANDINGS. THE ACFT WAS ON FINAL APCH WITH THE RIGHT ENG SHUT DOWN AND THE PROP FEATHERED. A VEHICLE WAS OBSERVED NEAR THE RWY. THE INSTRUCTOR DIRECTED A GO-AROUND. THE STUDENT APPLIED POWER TO THE LEFT ENG AND THE ACFT ENTERED A VMC ROLL. THE INSTRUCTOR PULLED OFF POWER AND STOPPED THE ROLL. THE ACFT CONTACTED THE TERRAIN ON THE GEAR, BOUNCED, AND NOSED OVER.

Brief of Accident (Continued)

File No. - 821

6/13/85

NEW BRAUNFELS, TX

A/C Reg. No. N2091C

Time (Lc1) - 1400 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PROPELLER FEATHERING - INTENTIONAL -
 2. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. GO-AROUND - ATTEMPTED - DUAL STUDENT
 4. GO-AROUND - IMPROPER - DUAL STUDENT
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #4 NOSE OVER
Phase of Operation OTHER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 815 7/05/85 PORT ARANSAS, TX A/C Reg. No. N7589R Time (Lcl) - 0445 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 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	PORT ARANSAS, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SINTON, TX	
Wind Dir/Speed- 320/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - WATER-CALM
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----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 - 403
SE LAND	Months Since - 1	Make/Model- 58
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THE ACFT HAD BEEN PARKED OUTSIDE DURING PERIODS OF HEAVY RAIN FOR SEVERAL WEEKS PRIOR TO THIS FLT. THE PLT HAD DRAINED A LARGE AMOUNT OF WATER FROM THE FUEL TANKS PRIOR TO FLT AND STATED THE LOSS OF POWER WAS DUE TO WATER WHICH COULD NOT BE DRAINED.

Brief of Accident (Continued)

File No. - 815

7/05/85

PORT ARANSAS, TX

A/C Reg. No. N7589R

Time (Lc1) - 0445 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - 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 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 867 7/06/85 BROWNSVILLE, TX A/C Reg. No. N21698 Time (Lcl) - 1900 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	0	1	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER PA-32RT-300T	Eng Make/Model - LYCOMING TIO-540-S1AD	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 - 7	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	BROWNSVILLE
Wind Dir/Speed- 050/011 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6000/ 150
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	SOFT
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 244
SE LAND	Months Since - 9	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model - 64
		Last 30 Days - UNK/NR
		Instrument - 14
		Last 90 Days - 7
		Multi-Eng - 10

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PRACTICING TOUCH-AND-GO LANDINGS THE PLT ALLOWED THE ACFT TO DESCEND BELOW THE PROPER GLIDE SLOPE WHILE ON FINAL APCH. THE ACFT IMPACTED A POWER LINE APRX 1000 FT SHORT OF THE RWY AND CRASHED ON THE SIDE OF A DRAINAGE DITCH LEVEE. THE ELEVATION OF THE LINE WAS ABOUT 10 FT ABOVE THE HEIGHT OF AND ACROSS THE ROAD FROM THE LEVEE. THE PLT REPORTEDLY DOES NOT REMEMBER ANYTHING AFTER PASSING THE ELEVATION OF 400 FT AGL.

Brief of Accident (Continued)

File No. - 867

7/06/85

BROWNSVILLE, TX

A/C Reg. No. N21698

Time (Lc1) - 1900 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
2. ALTITUDE - DISREGARDED - PILOT IN COMMAND
3. OBJECT - WIRE, TRANSMISSION

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

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

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. - 817 7/10/85 ROSHARON, TX A/C Reg. No. N2938W Time (Lcl) - 0745 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -AERIAL APPLICATION	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	1
Accident Occurred During -LANDING			0	0	0

-----Aircraft Information-----

Make/Model - WEATHERLY 201B	Eng Make/Model - P&W 985	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3500	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	WHARTON, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 225/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	SOFT
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 62	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 32200
SE LAND	Months Since - 15	Make/Model- 300
	Aircraft Type - UNK/NR	Instrument- 1500
		Multi-Eng - 1200
		Last 24 Hrs - 13
		Last 30 Days- UNK/NR
		Last 90 Days- 250

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE FAILED TO SWITCH FUEL SELECTOR TO THE LEFT TANK PRIOR TO TAKEOFF (RIGHT TANK EMPTY). THE ENGINE QUIT ABRUPTLY AT LOW ALTITUDE. PLT SWITCHED TO LEFT TANK BUT COULD NOT REGAIN ENGINE POWER PRIOR TO HARD LANDING IN COTTON FIELD.

Brief of Accident (Continued)

File No. - 817

7/10/85

ROSHARON, TX

A/C Reg. No. N2938W

Time (Lcl) - 0745 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
 3. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 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) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 959 7/21/85 GRAFORD, TX A/C Reg. No. N2323E Time (Lcl) - 0220 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage DESTROYED		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During - LANDING			0	0	1
					0

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	PLAINVIEW, TX	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	MINERAL WELLS, TX	POSSUM KINGDOM
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 02
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 129
SE LAND	Months Since - 12	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 100
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ARRIVED IN THE MINERAL WELLS, TX, AREA, HIS INTENDED DESTINATION, AND STATED HE COULDN'T SEE THE AIRPORT DUE TO THE ROTATING BEACON AND RUNWAY LIGHTS NOT OPERATING. NOTAMED TO THIS EFFECT, HOWEVER, THE AIRPORT SUPERVISOR STATED THAT TO THE BEST OF HIS KNOWLEDGE THE RUNWAY LIGHTS WERE OPERATING. THE PILOT DIVERTED TO POSSUM KINGDOM AIRPORT NEAR GRAFORD, TX. WITH ONLY A FEW MINUTES OF USABLE FUEL. HE ARRIVED IN THE AREA AT 7000 FEET MSL AND STARTED TO SPIRAL DOWN OVER THE AIRPORT. DURING THE SPIRAL, AT 6000 FEET MSL, THE ENGINE QUIT DUE TO FUEL EXHAUSTION, THE SPIRAL CONTINUED AND HE ROLLED OUT ON FINAL APPROACH TOO HIGH AND FAST. HE DELIBERATELY TOUCHED DOWN BESIDE THE RUNWAY IN SOFT TERRAIN TO PREVENT AN OVERRUN WHICH WOULD HAVE RESULTED IN A COLLISION WITH BUILDINGS. THE TOUCHDOWN WAS RATHER HARD, CAUSING THE NOSE AND RIGHT MAIN LANDING GEARS TO COLLAPSE. THE AIRCRAFT THEN FLIPPED INVERTED AND STOPPED.

Brief of Accident (Continued)

File No. - 959

7/21/85

GRAFORD, TX

A/C Reg. No. N2323E

Time (Lc1) - 0220 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT

Finding(s)

1. AIRPORT FACILITIES, ROTATING BEACON - INOPERATIVE
2. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
3. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
4. FLUID, FUEL - EXHAUSTION

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

Occurrence #4 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 962 8/06/85 OLTON, TX A/C Reg. No. N5025X Time (Lcl) - 1010 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - ROCKWELL INTERNATIONAL S-2R	Eng Make/Model - WRIGHT C7BA SERIES	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 7000	Engine Type - TURBOPROP	
No. of Seats - 1	Rated Power - 800 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	OLTON, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HILL AG STRIP
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2142
SE LAND	Months Since - 21	Last 24 Hrs - 9
	Aircraft Type - UNK/NR	Make/Model- 598
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 148

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT WHEN HE TOUCHED DOWN ON THE DIRT LANDING STRIP THE AIRCRAFT IMMEDIATELY TURNED RIGHT AND NO AMOUNT OF CORRECTIVE ACTION HELPED. HE FURTHER STATED THE MECHANIC HAD TO REMOVE THE BRAKE PADS TO GET THE TIRE TO ROLL. THE AIRCRAFT'S OWNER STATED EXAMINATION REVEALED THE RIGHT WHEEL HAD MORE RESISTANCE TO ROTATION THAN DID THE OTHER WHEEL BUT THAT IT COULD STILL BE ROTATED BY HAND. HE STATED HE SUSPECTED THE PIOT GOT THE WHEEL IN THE SAND AND JUST GROUND LOOPED THE AIRCRAFT. HE FURTHER STATED THE RESISTANCE TO ROTATION OF THE WHEEL WAS POSSIBLY DUE TO SAND AND GRIT IN THE WHEEL AND BRAKE ASSEMBLY.

Brief of Accident (Continued)

File No. - 962

8/06/85

OLTON, TX

A/C Reg. No. N5025X

Time (Lc1) - 1010 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
4. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR, MAIN GEAR - OVERLOAD
6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,6

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 818 8/09/85 PEARLAND, TX

A/C Reg. No. N1518V

Time (Lcl) - 2040 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	1	2

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2350
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - 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- 180/003 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - 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)
PRIVATE
SE LAND

Age - 35
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 104	Last 24 Hrs	- 0
Make/Model	- 19	Last 30 Days	- UNK/NR
Instrument	- 0	Last 90 Days	- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED A DITCH DURING A FORCED LANDING. ACCORDING TO THE PLT, THE TAKEOFF AND CLIMB WERE NORMAL UNTIL THE ACFT REACHED APRX 120 FT AGL WHEN THE ENG QUIT AS IF THE IGNITION KEY WAS TURNED OFF. THE ARPT ELEVATION IS 51 FT MSL. THE RWY IS ASPHALT SURFACED AND IS 1800 FT LONG. THE WIND WAS FROM THE SOUTH AT 3 KTS. THE PLT STATED HE WAS USING 10 DEGREES OF FLAPS BUT ACFT EXAM REVEALED THE FLAPS AND FLAP SWITCH WERE IN THE "UP" POSITION. POST ACCIDENT EXAM ALSO REVEALED ONLY CLEAN FUEL IN THE CARBURETOR BOWL. A SUBSEQUENT ENG RUN PROVED NORMAL OPERATION. THE FAA COORDINATOR STATED ALL FOUR OCCUPANTS WERE RELATIVELY LARGE PEOPLE AND BOTH FUEL TANKS WERE FULL.

Brief of Accident (Continued)

File No. - 818

8/09/85

PEARLAND, TX

A/C Reg. No. N1518V

Time (Lc1) - 2040 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
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 OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 864 8/12/85 MCALLEN, TX A/C Reg. No. N714DM Time (Lcl) - 1125 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MILLER INT'L
Wind Dir/Speed- 150/015 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7103/ 150
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 15000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 518
SE LAND,ME LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 75
		Instrument- 45
		Last 30 Days- UNK/NR
		Last 90 Days- 39
		Multi-Eng - 22

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LOST ENG PWR WHILE ON DOWNWIND FOR RWY 12. THE PLT WAS CLEARED TO LAND ON ANY RWY AND HE CHOSE RWY 36. (THE SOUTH END OF THIS RWY JOINS RWY 13 AT MIDFIELD). HOWEVER, A STRONG TAIL WIND PREVAILED AND THE ACFT WAS HIGH AND FAST. IT TOUCHED DOWN ON RWY 36, BOUNCED, OVERSHOT THE RWY, AND HIT THREE PALM TREES BEFORE COMING TO REST IN AN AUTOMOBILE PARKING LOT 300 FT BEYOND THE DEPARTURE END OF RWY 36. THE ACFT REPORTEDLY HAD SAT IDLE FOR ABOUT 15 MONTHS BEFORE ITS RECENT PURCHASE BY THE PRESENT OWNERS. POST ACCIDENT EXAMINATION OF THE ACFT'S FUEL SYSTEM REVEALED CONTAMINATION BY WATER AND A SOFT CHALKY LIKE UNKNOWN SUBSTANCE WHICH HAD BLOCKED SOME OF THE FUEL PASSAGES IN THE ACFT'S CARBURETOR.

Brief of Accident (Continued)

File No. - 864

8/12/85

MCALLEN, TX

A/C Reg. No. N714DM

Time (Lc1) - 1125 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. FLUID, FUEL - CONTAMINATION
 2. FLUID, FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 OVERRUN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. WEATHER CONDITION - TAILWIND
-

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - TREE(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

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. - 865 8/13/85 MAY, TX

A/C Reg. No. N9912W

Time (Lcl) - 1355 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew	0	0	0	0
Pass	0	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2050
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 200/012 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 5500 FT SCATTERED
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
STEPHENVILLE, TX
Destination
BIG SPRING, TX

Airport Proximity
UNK/NR

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)
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	- 63	Last 24 Hrs	- 1
Make/Model-	38	Last 30 Days-	UNK/NR
Instrument-	1	Last 90 Days-	7

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THE ENG RPM DROPPED TO 1500 DURING LEVEL CRUISE FLT AT 4200 FT MSL. HE COULD NOT REGAIN PWR. HE DIVERTED THE FLT AND ATTEMPTED TO REACH THE BROWNWOOD, TX, ARPT BUT DID NOT HAVE SUFFICIENT ALT. A FORCED LANDING WAS MADE IN A RUGGED, HEAVILY WOODED AREA. A SUBSEQUENT ENG EXAMINATION REVEALED THAT THE #3 EXHAUST VALVE STEM HAD SEPARATED. THE EXHAUST VALVE HEAD HEAVILY DAMAGED THE PISTON AND CYLINDER HEAD. REASON FOR THE VALVE STEM SEPARATION IS UNDETERMINED.

Brief of Accident (Continued)

File No. - 865

8/13/85

MAY, TX

A/C Reg. No. N9912W

Time (Lc1) - 1355 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, VALVE - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. OBJECT - TREE(S)
3. LIGHT CONDITION - DAYLIGHT

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. 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) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 890 6/24/85 GLEN CANYON,UT A/C Reg. No. N4547A Time (Lcl) - 0930 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL	Fatal	Serious	Minor	None	
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1	
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	2	
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - PIPER PA-22-150	Eng Make/Model - LYCOMING O-320-A1A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1950	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	OFF AIRPORT/STRIP
Method - TELEPHONE	WEST JORDAN,UT	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	BLANDING,UT	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wld - N/A
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
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 - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 287
SE LAND	Months Since - 11	Last 24 Hrs - 3
	Aircraft Type - PA-22	Make/Model- 138
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT BECAME LOST/DISORIENTED NEAR THE END OF A X-COUNTRY FLT FROM WEST JORDAN TO BLANDING, UTAH. WHEN FUEL QUANTITY BECAME LOW, THE PLT DECIDED TO MAKE A PRECAUTIONARY LANDING ON A DIRT ROAD. DURING THE LANDING FALRE, A X-WIND GUST DRIFTED THE ACFT TO THE LEFT AND THE WING TIP SCRAPPED A DIRT BANK. THE PLT SAID HE OVERCORRECTED WITH RIGHT RUDDER AND THE ACFT WENT OFF THE RIGHT SIDE OF THE ROAD AND CAME TO A STOP.

Brief of Accident (Continued)

File No. - 890

6/24/85

GLEN CANYON,UT

A/C Reg. No. N4547A

Time (Lc1) - 0930 MDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. RADAR ASSISTANCE TO VFR AIRCRAFT - NOT OBTAINED - PILOT IN COMMAND
3. FLUID,FUEL - LOW LEVEL
4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
5. WEATHER CONDITION - CROSSWIND
6. WEATHER CONDITION - GUSTS
7. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
8. 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) 7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 935 2/04/85 CHANTILLY, VA A/C Reg. No. N5682P Time (Lcl) - 1115 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	0	0	1	0
Flight Conducted Under	-14 CFR 91	Pass	0	0	0	0
Accident Occurred During	-LANDING	NONE				

-----Aircraft Information-----

Make/Model	- PIPER PA-24-250	Eng Make/Model	- LYCOMING O-540-A1C5	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 250 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT
Method	- TELEPHONE	GAITHERSBURG, MD	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	LOCAL	DULLES INTERNATIONAL
Wind Dir/Speed	- 030/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 12.0 SM	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- UNK/NR
Lowest Ceiling	- NONE	Type Apch/Lndg	- GRASS/TURF
Obstructions to Vision	- UNK/NR		Runway Status
Precipitation	- NONE		- SNOW - DRY
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 - 800	Last 24 Hrs - 1
SE LAND	Months Since - 1	Make/Model- 600	Last 30 Days- UNK/NR
	Aircraft Type - PA24250	Instrument- 220	Last 90 Days- 173

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE RETRACTING THE LANDING GEAR AFTER TAKEOFF, THE GEAR HESITATED BRIEFLY AT ABOUT MIDPOINT BEFORE RETRACTING FULLY. ATTEMPTS TO EXTEND THE GEAR THROUGH NORMAL AND EMERGENCY PROCEDURES FAILED. THE ACFT LANDED AT DULLES INTERNATIONAL AIRPORT WITH THE GEAR IN AN INTERMEDIATE POSITION. IT WAS THE PLT'S DECISION TO LAND IN THE GRASS TO THE LEFT OF RWY 30. IMMEDIATELY AFTER GROUND CONTACT, THE ACFT IMPACTED A TWO FEET HIGH EMBANKMENT. EXAMINATION OF THE WRECKAGE REVEALED THAT THE LANDING GEAR MOTOR CIRCUIT BREAKER WAS TRIPPED. RETRACTION TEST INDICATED THAT THE MAIN GEAR FUNCTIONED PROPERLY, HOWEVER EXTENSIVE DAMAGE PRECLUDED TESTING OF THE NOSE GEAR. PRIOR TO THE ACCIDENT, WHILE THE ACFT WAS TIED DOWN, ANOTHER TAXIING ACFT STRUCK ITS SPINNER AREA, NECESSITATING MAINT ATTENTION, WHICH IMMEDIATELY PRECEDED THE ACCIDENT FLT.

Brief of Accident (Continued)

File No. - 935

2/04/85

CHANTILLY,VA

A/C Reg. No. N5682P

Time (Lc1) - 1115 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - NORMAL

Finding(s)

1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - JAMMED
 2. LANDING GEAR,EMERGENCY EXTENSION ASSEMBLY - JAMMED
 3. LANDING GEAR,NOSE GEAR - UNDETERMINED
-

Occurrence #2 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - DIRT BANK
 5. TERRAIN CONDITION - SNOW COVERED
 6. 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) 1,2,3,6

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. - 933 2/06/85 LYNCHBURG,VA A/C Reg. No. N3528U Time (Lcl) - 1325 EST

-----Basic Information-----

Type Operating Certificate-COMMUTER

Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire NONE

Crew 0
Pass 0

Fatal 0
0

Injuries

Serious 0 Minor 1 None 0
0 0 0

-----Aircraft Information-----

Make/Model - PIPER PA-31-350
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 7000
No. of Seats - 10

Eng Make/Model - LYCOMING TIO-540
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 350 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 330/008 KTS
Visibility - 35.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
CHARLOTTESVILLE,VA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

LUNCHBURG MUNICIPAL
Runway Ident - 21
Runway Lth/Wid - 5799/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,ATP
SE LAND,ME LAND

Age - 28

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2900 Last 24 Hrs - 3
Make/Model- 845 Last 30 Days- UNK/NR
Instrument- 596 Last 90 Days- 120
Multi-Eng - 1600

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE GEAR WAS RETRACTING AFTER TAKEOFF, THE ACFT BEGAN TO LOSE POWER. THE PLT COULD DETECT NO YAW TO EITHER SIDE. WHEN THE ACFT WAS ABOUT 50 FEET OFF THE GROUND, THE TWR INFORMED THE PLT THAT VAPOR OR SMOKE WAS TRAILING FROM THE LEFT ENG. THE PLT ACKNOWLEDGED THAT HE HAD A PROBLEM. THE PLT THEN PLANNED AND EXECUTED A FORCED LANDING INTO TREES AT THE DEPARTURE END OF RWY 21 AT LYNCHBURG MUNICIPAL AIRPORT. EXAMINATION OF THE WRECKAGE BY AN FAA REPRESENTATIVE REVEALED LARGE QUANTITIES OF JET FUEL THROUGHOUT THE FUEL SYSTEM OF THE ACFT. REFUELING OF THE ACFT IMMEDIATELY PRIOR TO THE ACCIDENT WAS ACCOMPLISHED BY AN EXPERIENCED LINEMAN WHO HAD COMPLETED THE GENERAL AVIATION MANUFACTURERS ASSOCIATION'S LINEMAN TRAINING VIDEO TAPE PROGRAM. THE ACFT AND FUEL TRUCKS WERE MARKED IN STANDARD FASHION WITH APPROPRIATE PLACARDS.

Brief of Accident (Continued)

File No. - 933

2/06/85

LYNCHBURG,VA

A/C Reg. No. N3528U

Time (Lcl) - 1325 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - IMPROPER
2. AIRCRAFT PREFLIGHT - INATTENTIVE - PILOT IN COMMAND
3. REFUELING - IMPROPER - FBO PERSONNEL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. ENGINE ASSEMBLY - DISABLED

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

5. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 982 3/16/85 SOUTH HILL, VA A/C Reg. No. N23231 Time (Lcl) - 1400 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 150H
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC

Wind Dir/Speed- 240/011 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 12000 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

GREENSBORO, NC

Destination

SOUTH BOSTON, VA

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MECKLENBURG-BRUNSWICK REG

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - DRY

-----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-WAIVERS/LIMIT

Flight Time (Hours)

Total - 40

Make/Model- 40

Instrument- 1

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A SOLO CROSS COUNTRY FLIGHT THE STUDENT PILOT BECAME DISORIENTATED AFTER ABOUT 60MIN OF FLT. HE ATMPED TO CALL IN THE BLIND ON GUARD. FREQ. BOTH DANVILLE AND ROANOK FSS'S RESPONDED TO HIS CALLS BUT WERE UNABLE TO ESTABLISH 2 WAY COMMO WITH THE PLT. IN ADDITION OTR ACFT IN THE AREA ALSO TRIED TO TALK TO HIM WITH NEGATIVE RESULTS. THE ACFT EVENTUALLY RAN OUT OF FUEL AND DURING THE FORCED LNDG THE RT WING COLLIDED WITH A TREE AND THE ACFT LNDD HARD IN A PLOWED FIELD.

Brief of Accident (Continued)

File No. - 982

3/16/85

SOUTH HILL, VA

A/C Reg. No. N23231

Time (Lc1) - 1400 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. AIRSPEED(VS) - ATTEMPTED - PILOT IN COMMAND
3. INSTRUCTIONS, WRITTEN/VERBAL - NOT UNDERSTOOD - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

4. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 934 4/12/85 NEW LONDON, VA A/C Reg. No. N5738D Time (Lcl) - 1640 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	IN FLIGHT	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA 22-150	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 - 2000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point NEW LONDON, VA	
Method - N/A	Destination NEW LONDON, VA	Airport Data NEW LONDON
Completeness - N/A		Runway Ident - 34
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 3164/ 40
Wind Dir/Speed- CALM	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 50.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - TRAFFIC PATTERN	
Lowest Ceiling - NONE	FULL STOP	
Obstructions to Vision- NONE	FORCED LANDING	
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 - 7200
SE LAND,ME LAND	Months Since - 2	Make/Model- 1400
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 5000
		Last 24 Hrs - 45
		Last 30 Days- UNK/NR
		Last 90 Days- 220
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EXITING THE TRAFFIC PATTERN AFTER TKOF THE PLT SMELLED SMOKE AND OBSERVED FLAMES NEAR THE LEFT RUDDER PEDAL. AFTER FAILING TO PUT THE FIRE OUT WITH HIS SHOES THE PLT RETURNED TO THE ARPT AND SUBSEQUENTLY LNDD USING SIDE WINDOW TO LOOK OUT OF DUE TO SMOKE IN THE COCKPIT. DURING LNDG THE PLT WAS FORCED TO REMOVE HIS FEET FM THE RUDDER PEDALS DUE TO FIRE. HE ATTEMPTED TO APPLY THE HAND BRAKE BUT VEERED OFF THE LEFT SIDE OF RWY BEFORE COLLIDING WITH A DITCH AND FENCE. EXAM REVEALED THE BAT CABLE FD SEPARATED AND SHOWED SIGNS OF INTENSE HEAT AT A PT ABT 4 INCHES FM THE STARTER SWITCH. THE SEP PT WAS LOCATED BENEATH THE PLTS SEAT WHERE THE CABLE PASSED THRU A RUBBER GROMMET IN A METAL BOX HOUSING ELECTRICAL COMPONENTS.

Brief of Accident (Continued)

File No. - 934

4/12/85

NEW LONDON, VA

A/C Reg. No. N5738D

Time (Lc1) - 1640 EST

Occurrence #1 FIRE
Phase of Operation CLIMB

Finding(s)

1. ELECTRICAL SYSTEM, ELECTRIC WIRING - CHAFED
 2. ELECTRICAL SYSTEM, ELECTRIC WIRING - ARCING
 3. FUSELAGE, CREW COMPARTMENT - SMOKE
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. FUSELAGE, CREW COMPARTMENT - FIRE
-

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. FUSELAGE, FLOOR - FIRE
 6. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 7. TERRAIN CONDITION - DITCH
 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 938 5/19/85 WARRENTON, VA A/C Reg. No. N2885H Time (Lcl) - 1617 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	1
				0	0	0	0

-----Aircraft Information-----

Make/Model	- SCHWEIZER SGS 2-33A	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	- 1040	Engine Type	- N/A			
No. of Seats	- 2	Rated Power	- N/A			

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	WARRENTON, VA	WARRENTON AIR PARK
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 15
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	Type of Clearance	- 1922/ 100
Obstructions to Vision	Type Apch/Lndg	Runway Surface
Precipitation	- TRAFFIC PATTERN	Runway Status
Condition of Light		- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- YES	Total
SE LAND	Months Since	- 8	- 346
	Aircraft Type	- 152	Last 24 Hrs
			- 1
			Last 30 Days
			- 15
			Last 90 Days
			- 44

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS OBTAINING TRANSITION TNG FM PWRD ACFT TO GLIDERS AND HAD FLOWN 3 DUAL FLTS N N2885H ON THE MORNING OF THE ACCIDENT WITH AN INSTRUCTION ON BOARD. THE CFI THEN AUTHORIZED HIM TO FLY HIS LIST SOLO FLT AND ACFT TKOF OBSVD THE GLIDER MAKE WHAT HE CONSIDERED A NORMAL BASE LEG FOLLOWED BY A FLAT SKIDDING TURN TO FINAL AND SUBSEQUENT OVSHOOTING OF THE EXTENDED CENTERLINE OF THE APPROACH END OF RWY 15. THE PLT THEN EXECUTED STEEP S-TURNS BACK TOWARDS THE RWY DURING WHICH THE LEFT WING STRUCK A TREE FOLLOWED BY THE RIGHT WING AND THE ACFT CARTWHEELING TO THE GROUND.

Brief of Accident (Continued)

File No. - 938

5/19/85

WARRENTON, VA

A/C Reg. No. N2885H

Time (Lc1) - 1617 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. OBJECT - TREE(S)
2. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 NOSE DOWN
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 965 6/04/85 BROOKNEAL,VA A/C Reg. No. N3800T Time (Lcl) - 1830 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	2	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28-R-180	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	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	LYNCHBURG,VA	BROOKNEAL-CAMPBELL CO.
Wind Dir/Speed- 060/005 KTS	ATC/Airspace	Runway Ident - 60
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3800/ 50
Lowest Sky/Clouds - 5000 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 - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1205
SE LAND,ME LAND	Months Since - 3	Make/Model- 250
	Aircraft Type - UNK/NR	Instrument- 186
		Multi-Eng - 26
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 59

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASH LANDED IN SMALL PINE TREES DURING A FORCED LNDG AFTER A PWR LOSS. THE ENG QUIT AT 200 FT AGL AND THE ACFT CRASHED 1/2 MILE FROM THE END OF THE TAKEOFF RWY. INVESTIGATION REVEALED A MALFUNCTION OF THE ENG FUEL PUMP.

Brief of Accident (Continued)

File No. - 965

6/04/85

BROOKNEAL,VA

A/C Reg. No. N3800T

Time (Lc1) - 1830 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM,PUMP - INOPERATIVE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. TERRAIN CONDITION - NONE SUITABLE

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 900 7/20/85 STOWE,VT

A/C Reg. No. N5777D

Time (Lc1) - 0957 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-18-95
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-90-12F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 90 HP

ELT Installed/Activated - 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- 320/012 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 4500 FT

Lowest Ceiling - 4500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SWANTON,VT

Destination

MONTPELIER,VT

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 - DIRT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 46

Biennial Flight Review

Current - NO

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 196

Make/Model- 110

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

DURING CRUISE FLT, THE PLT HEARD A LOUD KNOCKING COMING FROM THE ENG AND A DECREASE IN OIL PRESSURE. DURING THE LANDING IN A FLD, THE LANDING GEAR COLLAPSED AND THE ACFT GROUND LOOPED. EXAMINATION OF THE ENG DISCLOSED THAT THE HYDRAULIC LIFTERS OF THREE OF THE FOUR CYLINDERS HAD FAILED. THE CORRESPONDING INTAKE AND EXHAUST VALVES WERE NOT OPENING PROPERLY DURING ENG OPERATION.

Brief of Accident (Continued)

File No. - 900

7/20/85

STOWE,VT

A/C Reg. No. N5777D

Time (Lc1) - 0957 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,PUSH ROD - DISABLED
 2. ENGINE ASSEMBLY,VALVE - DISABLED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
 4. LANDING GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 833 5/03/85 SEATTLE, WA A/C Reg. No. N2173B Time (Lcl) - 1759 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
Type of Operation	-BUSINESS	DESTROYED		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew	1	0	0	0
Accident Occurred During	-DESCENT	ON GROUND	Pass	2	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-32RT-300T	Eng Make/Model	- LYCOMING TIO-540-S1AD	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT	
Method	- TELEPHONE	SAME AS ACC/INC		
Completeness	- FULL	Destination	Airport Data	
Basic Weather	- VMC	MOSES LAKE, WA	BOEING FIELD KING COUNTY	
Wind Dir/Speed	- 240/015 KTS		Runway Ident	- 13R
Visibility	- 20.0 SM	ATC/Airspace	Runway Lth/Wid	- 10001/ 200
Lowest Sky/Clouds	- 3500 FT SCATTERED	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- 6000 FT BROKEN	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 1807	Last 24 Hrs - 2
SE LAND	Months Since - 11	Make/Model - 350	Last 30 Days - 23
	Aircraft Type - PA-32	Instrument - 156	Last 90 Days - 78

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LIFTOFF, THE PLT REQUESTED AN IMMEDIATE RETURN FOR LANDING STATING HE, "SMELLED SMOKE/SOMETHING HOT". DOWNWIND FOR THE PRECAUTIONARY LANDING WAS FLOWN AT 200 FT AGL, A SLOW AIRSPEED AND CLOSE TO THE RUNWAY WITH A CROSSWIND BLOWING THE ACFT TOWARD THE RUNWAY. WITNESSES OBSERVED THE APCH TURN STEEPEN TO AN APRX 60 DEG ANGLE OF BANK WITH MINOR PITCH AND YAW EXCURSIONS (LOCAL PLTS REPORT THAT WIND FROM THE SOUTHWEST PRODUCES TURBULENCE AND WINDSHEAR DUE TO SURROUNDING STRUCTURES) BEFORE THE NOSE PITCHED UP ABRUPTLY AND THE ACFT FELL OFF ON THE RIGHT WING, ROLLING TO A NEAR-VERTICAL ATTITUDE AND IMPACTING THE RUNWAY. THE ACFT WAS IMMEDIATELY ENGULFED IN FIRE. FLAPS WERE FOUND IN THE UP POSITION. NO EVIDENCE FOUND OF PRE-IMPACT SOURCE OF SMOKE/HEAT AS REPORTED BY THE PLT.

Brief of Accident (Continued)

File No. - 833

5/03/85

SEATTLE,WA

A/C Reg. No. N2173B

Time (Lc1) - 1759 PDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUSELAGE,CREW COMPARTMENT - SMOKE
2. UNDETERMINED
3. PRECAUTIONARY LANDING - SELECTED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

4. PLANNED APPROACH - POOR - PILOT IN COMMAND
5. WEATHER CONDITION - CROSSWIND
6. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
7. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
8. WEATHER CONDITION - WINDSHEAR
9. MANEUVER - EXCESSIVE - PILOT IN COMMAND
10. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
11. 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) 9,10,11

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 916 7/02/85 ROOSEVELT,WA A/C Reg. No. N11VH Time (Lcl) - 0900 PDT

-----Basic Information-----

Type Operating Certificate	ON-DEMAND AIR TAXIAFT	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	- BELL 47G2	Eng Make/Model	- LYCOMING VO-435-A1B	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2950	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 240 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	ROOSEVELT,WA
Completeness	- N/A	Destination
Basic Weather	- VMC	ROOSEVELT,WA
Wind Dir/Speed	- 270/002 KTS	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	- FORCED LANDING
		Airport Data
		NONE
		Runway Ident
		- N/A
		Runway Lth/Wid
		- N/A
		Runway Surface
		- DIRT
		Runway Status
		- HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE,COMMERCIAL	Current - YES	Total - 6000	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 1	Make/Model- 4150	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- 150
			Rotorcraft - 6000

Instrument Rating(s) - NONE

-----Narrative-----

A TOTAL LOSS OF POWER OCCURRED WHILE ON A CFR 137 FLIGHT, DUE TO FUEL EXHAUSTION. ALTHOUGH THE FUEL GAUGE SHOWED 1/2 TANK OF FUEL, THE PILOT FAILED TO VISUALLY CHECK THE FUEL PRIOR TO THIS FLIGHT. DURING AUTOROTATION ONTO A WHEAT FIELD A HARD LANDING OCCURRED SUBSTANTIALLY DAMAGING THE TAIL BOOM.

Brief of Accident (Continued)

File No. - 916

7/02/85

ROOSEVELT,WA

A/C Reg. No. N11VH

Time (Lcl) - 0900 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - INCORRECT
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 HARD LANDING
Phase of Operation LANDING

Finding(s)

3. TERRAIN CONDITION - RISING
-

-----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. - 845 6/20/85 MOSINEE,WI A/C Reg. No. N12997 Time (Lcl) - 0915 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	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

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MOSINEE,WI
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

CENTRAL WIS.
Runway Ident - 17
Runway Lth/Wid - 5700/ 150
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 43
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 66	Last 24 Hrs - UNK/NR
Make/Model- 3	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE FAILED TO FLARE PROPERLY FOLLOWING A "FAST AND FLAT" FINAL APPROACH. THE ACFT LANDED ON ITS NOSEWHEEL RESULTING IN SUBSTANTIAL DAMAGE TO THE ACFT.

Brief of Accident (Continued)

File No. - 845

6/20/85

MOSINEE,WI

A/C Reg. No. N12997

Time (Lcl) - 0915 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - INADEQUATE - PILOT IN COMMAND

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 894 6/23/85 APPLETON,WI A/C Reg. No. N6056N Time (Lc1) - 0115 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - BEECH BE-19A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
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/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 240/018 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 5000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
MADISON,WI
Destination
APPLETON,WI

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data

OUTAGAMIE COUNTY
Runway Ident - 21
Runway Lth/Wid - 7001/ 150
Runway Surface - CONCRETE
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 48

Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - BE-19A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

	Flight Time (Hours)	
Total	701	Last 24 Hrs - 13
Make/Model-	437	Last 30 Days- UNK/NR
Instrument-	0	Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

THE LEFT MAIN LANDING GEAR COLLAPSED FOLLOWING A LOSS OF DIRECTIONAL CONTROL DURING LANDING. THE LANDING WAS MADE ON RWY 21 WITH WINDS FROM 240 DEGS AT 18 KTS GUSTING TO 30 KTS. THE PLT REPORTED THE ACFT DRIFTED LEFT DURING THE LANDING AND SIDE LOADS ON THE LEFT MAIN GEAR RESULTED IN IT COLLAPSING.

Brief of Accident (Continued)

File No. - 894

6/23/85

APPLETON, WI

A/C Reg. No. N6056N

Time (Lcl) - 0115 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. WEATHER CONDITION - CROSSWIND
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR, MAIN GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5

NTSB-AAB-86-18

Brief Format

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Issue Number 5 of 1985 Accidents

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