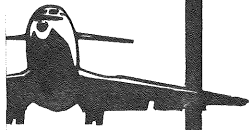


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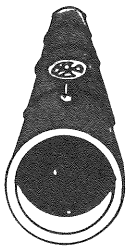
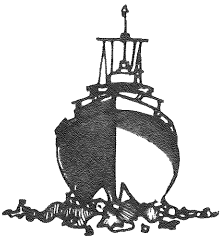
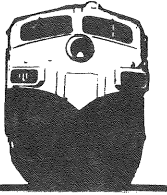


NATIONAL TRANSPORTATION SAFETY BOARD

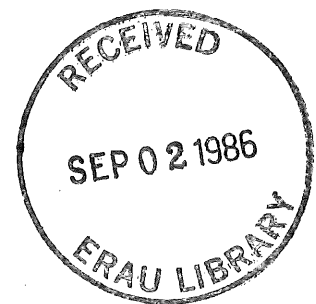
WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 6 OF 1985 ACCIDENTS**



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UNITED STATES GOVERNMENT

TECHNICAL REPORT DOCUMENTATION PAGE

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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: 1001 through 1200			
17. Key Words Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather		18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
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FOREWORD

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

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

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

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

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

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

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

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DEFINITIONS

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

Aircraft Accidents

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 6

CALENDAR YEAR 1985

File Order Listing - Issue No. 6, 1985

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1001	93485	042085	SLIDELL, LA	CESSNA	A185F	NONE	154
1002	4991D	062585	HOQUIAM, WA	BELL	UH-1B	FATAL	344
1003	555	052685	TEA, SD	BOEING	A75	SERIOUS	302
1004	4734U	071885	HARRISON, AR	CESSNA	180G	NONE	46
1005	5699B	072085	FOREST CITY, IA	CESSNA	182	MINOR	104
1006	657DH	071485	AMES, IA	DEHAVILLAND	DH 82A	MINOR	102
1007	5984L	063085	GALLUP, NM	AMERICAN	AA-1	SERIOUS	240
1008	7241P	031285	TOLEDO, OH	PIPER	PA-24	FATAL	260
1009	57AE	050685	WEST PALM BCH, FL	BEECH	E18S	MINOR	68
1010	6464L	050285	SUSSEX, WI	CESSNA	152	NONE	356
1010	5182C	050285	SUSSEX, WI	BEECH	B35	NONE	354
1011	1588Q	040285	CORONA, CA	CESSNA	150L	FATAL	50
1013	6436N	040185	RIESEL, TX	CESSNA	T210N	FATAL	314
1015	773WW	041685	PRESTONBURG, KY	BELL	206L-1	SERIOUS	150
1016	9442S	050285	JACKSONVILLE, FL	BEECH	95-C55	SERIOUS	62
1017	5685B	042885	PITTSTOWN, NJ	CESSNA	182	MINOR	230
1018	5700	033185	RED HOOK, NY	BAINBRIDGE	JODEL F-12	NONE	252
1018	2263Q	033185	RED HOOK, NY	PIPER	PA-28R-201	NONE	250
1019	1967D	042785	TAMPA, FL	BEECH	C35	FATAL	60
1020	953D	031785	EMHOUSE, TX	UNIVERSAL ST	108	FATAL	312
1022	3550N	042285	SALLISAW, OK	PIPER	PA-31-350	NONE	270
1023	9381G	073085	CLANTON, AL	CESSNA	A188B	NONE	38
1024	8472T	071485	LUGOFF, SC	CESSNA	182C	NONE	298
1025	6393L	063085	HATTERAS, NC	AMERICAN	AA-1A	MINOR	210
1026	2580F	041485	CASVILLE JUCT, NC	CHAMPION	7GCAA	MINOR	208

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1027	1522Z	071485	SALINA, KS	BEECH	95-A55	NONE	144
1028	5424W	071585	SPRINGFIELD, MO	PIPER	PA-28	NONE	192
1029	11152	072085	LEE'S SUMMIT, MO	CESSNA	150L	SERIOUS	194
1030	9973Q	072785	NORTH LOUP, NE	PIPER	PA-18	FATAL	218
1031	6939N	070485	ELDON, MO	CESSNA	210	NONE	190
1032	98343	062985	HAYS, KS	PIPER	PA-28-140	NONE	142
1033	95162	070185	CEDAR RAPIDS, IA	TAYLORCRAFT	BC12-D	NONE	100
1034	8654N	070385	POINT LOOKOUT, MO	PIPER	PA-32-300	NONE	188
1035	32JG	072485	FENTON, MO	JAMES GRESS	QUICKIE	MINOR	196
1036	68777	071585	HARRISON, AR	CESSNA	152	NONE	44
1037	90862	041385	MANSFIELD, MA	BLANIK	L-13	NONE	162
1038	97700	032385	FAIRFIELD, PA	CESSNA	182	MINOR	280
1039	8210H	071485	PROVINCETOWN, MA	PIPER	PA-32R-301	NONE	168
1040	6418Q	051585	JEKYLL ISLAND, GA	CESSNA	152	NONE	92
1041	758AE	050385	PEMBROKE PINES, FL	CESSNA	R172K	MINOR	64
1042	54550	050785	WINTER HAVEN, FL	CESSNA	305A	NONE	70
1042	40EE	050785	WINTER HAVEN, FL	SCHEMPP-HIRT	VENTUS-B	NONE	72
1043	2135A	040785	PORT HURON, MI	PIPER	PA-32RT-30	MINOR	180
1044	43871	033085	ORANGE, MA	TAYLORCRAFT	BC12-D	NONE	158
1045	4034N	050885	LATROBE, PA	CESSNA	140	NONE	284
1046	41699	051185	STUART, FL	BELLANCA	7GCBC	NONE	74
1047	7315D	051285	FORT PIERCE, FL	PIPER	PA-22-150	NONE	76
1048	386X	033185	PITTSFIELD, MA	MAULE	M-5-235C	NONE	160
1050	403DC	052085	DULUTH, GA	BELL	206L	FATAL	94
1051	2903R	050685	PALM CITY, FL	CESSNA	310G	NONE	66

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1052	13572	092085	BOISE, ID	WACO	UIC	NONE	116
1053	93180	071185	BIG LAKE, AK	CESSNA	152	NONE	12
1054	6464R	020985	LAWRENCEVILLE, IL	CESSNA	172RG	NONE	120
1055	9937Y	072985	GRAND ISLAND, NE	CHAMPION	7GCB	NONE	222
1056	2276Y	052685	SELMA, OR	CESSNA	177	FATAL	272
1057	8089C	072785	LEON, IA	PIPER	PA-28-181	NONE	106
1058	6598V	072885	COZAD, NE	BELLANCA	17-31A	MINOR	220
1059	3161C	072985	AMES, IA	CESSNA	180	NONE	108
1060	54666	080385	CAPE GIRARDEAU, MO	CESSNA	172	NONE	198
1061	5652W	061485	ONTARIO, OR	MAULE	M-5-180C	NONE	276
1062	64LW	082885	BONNER'S FERRY, ID	WELCH	AVID FLYER	NONE	114
1063	10647	081385	BELLINGHAM, WA	CESSNA	150L	NONE	352
1064	1935Z	072085	CHESAW, WA	CESSNA	150C	NONE	350
1065	2377J	091085	WINNEMUCCA, NV	BEECH	A23	SERIOUS	248
1066	62744	031485	KOYUKUK, AK	PIPER	PA-18	FATAL	4
1067	51566	083185	CAPE YAKATAGA, AK	MAULE	M-5	NONE	22
1068	53286	083185	GOLD KING CREEK, AK	CESSNA	A188B	SERIOUS	20
1069	9164T	071385	BARROW, AK	CESSNA	180	NONE	14
1070	69125	090585	TEA, SD	CESSNA	152	NONE	304
1071	37438	080185	ROCK SPRINGS, WY	INTERSTATE	S-1A	SERIOUS	370
1072	5163E	080885	MULE CREEK JCT, WY	CESSNA	180	NONE	372
1073	1041B	073085	MINOT, ND	BELL	47G-4A	NONE	216
1074	633GG	072585	ALAMOSA, CO	GORDON -	THORPE T-1	MINOR	54
1075	66LW	072585	RAWLINS, WY	WOOLSEY	QUICKIE Q2	NONE	368
1076	27696	090885	RAINEY PASS, AK	TAYLORCRAFT	BL-65	MINOR	30

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1077	51369	090285	ANCHORAGE, AK	MAULE	M-5	NONE	24
1078	74924	090285	MCGRATH, AK	PIPER	PA-18-150	NONE	26
1079	997	062285	HEBER CITY, UT	KILLIAN	BRIEGLEB B	FATAL	318
1080	5KB	062985	OAK HARBOR, WA	KIBLER-BEDE	BD-5B	FATAL	348
1081	9257G	080585	DODGE CITY, KS	CESSNA	A188B	SERIOUS	146
1082	8365F	050585	SPOKANE, WA	HUGHES	369D	FATAL	342
1083	11413	012385	WHEELING, IL	CESSNA	150L	NONE	118
1084	1156V	072885	WAYNESVILLE, OH	STINSON	L-5	NONE	266
1085	450Z	070985	ALBEMARLE, NC	WILLIAM G. C	VARI-EZE	NONE	212
1086	12334	071485	STATESVILLE, NC	CESSNA	172 M	NONE	214
1087	2427S	061485	ANDALUSIA, AL	CESSNA	210L	NONE	36
1088	4732	061385	WARM SPRINGS, OR	HILLER	UH-12C	SERIOUS	274
1089	64395	062485	GUSTAVIS, AK	DEHAVILLAND	DHC-2	NONE	8
1091	617CA	022085	HUTCHINSON, KS	BEECH	95-B55	SERIOUS	140
1092	1333X	061185	IDAHO CITY, ID	BELL	47G-3B-1	NONE	112
1093	1773H	060885	GREENFIELD, IN	CESSNA	310C	SERIOUS	136
1094	8243S	040585	SCHAUMBURG, IL	PIPER	PA-28-161	MINOR	122
1095	5544D	042685	LIMA, OH	BEECH	H35	MINOR	262
1096	42722	091285	EAST SWANZEY, NH	PIPER	PA-32-260	NONE	226
1097	4976A	090485	POST MILLS, VT	CESSNA	152A	SERIOUS	340
1098	3319F	082985	DANVILLE, PA	CESSNA	182J	MINOR	292
1099	3380R	082885	BLAIRSTOWN, NJ	CESSNA	182L	NONE	236
1100	7997	060985	KENDRICK, ID	GRUMMAN	G-164A	NONE	110
1102	8804F	060385	OROVADA, NV	EAGLE	DW-1	NONE	244
1103	6987X	062285	IMBLER, OR	CESSNA	172B	NONE	278

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1104	16688	062585	BELLEVUE, WA	PIPER	PA-18	NONE	346
1105	17351	081085	VERSAILLES, MO	RYAN AERONAU	ST-A	FATAL	200
1106	6164N	011585	STUART, FL	CESSNA	210M	NONE	58
1107	71909	051585	ASTATULA, FL	SILVAIR	LUSCOMBE 8	FATAL	80
1108	66892	051785	LATROBE, PA	PIPER	PA-31-350	SERIOUS	290
1109	49164	111085	KNOXVILLE, TN	CESSNA	152	NONE	306
1110	62344	030185	TUCSON, AZ	CESSNA	172	NONE	48
1111	6114M	050385	ERIE, PA	STINSON	108-3	MINOR	282
1112	29931	070485	DIXON, IL	NORTH AMERIC	AT-6G	MINOR	126
1113	999RH	072485	WORCESTER, MA	PIPER	PA-30	NONE	170
1114	6002P	063085	MORGANTOWN, WV	BEECH	76	SERIOUS	364
1115	21GT	092285	POINT PLEASANT, WV	STARDUSTER	SA-100	MINOR	366
1116	3462M	080885	CAPE MAY, NJ	PIPER	PA-28-161	FATAL	234
1117	5227K	092285	BIRMINGHAM, AL	CESSNA	172P	NONE	42
1118	9465M	050885	MISSING ACFT, OF	CESSNA	210K	FATAL	258
1119	6850U	050485	BAINBRIDGE, GA	MOONEY	M20C	NONE	90
1120	5736K	011885	LOIZA, PR	BELL	206L-1	NONE	294
1121	494BZ	041285	WOODBINE, MD	JASTREB	STANDARD C	SERIOUS	174
1122	704ZS	062585	RUSHVILLE, MO	CESSNA	150M	MINOR	186
1123	1816M	022685	TRAVERSE CITY, MI	BEECH	A36	NONE	178
1124	5356Q	070585	PLAINFIELD, IL	CESSNA	150L	SERIOUS	128
1125	25722	090485	CORDOVA, AK	CESSNA	180F	NONE	28
1126	6201E	052185	MONTICELLO, GA	CESSNA	172N	MINOR	96
1127	3287Z	082185	MILLINOCKET, ME	PIPER	PA-18-95	NONE	176
1128	5405L	081685	MONTGOMERY, NY	GRUMMAN AMER	AA-5	NONE	254

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1129	9826P	041585	DEXTER, MO	PIPER	PA-25-235	SERIOUS	184
1130	8941L	081085	PALISADE, NE	PIPER	PA-25-235	SERIOUS	224
1131	80124	091585	CORDOVA, AK	CESSNA	A185F	NONE	34
1132	5188H	083085	CAPE YAKATAGA, AK	PIPER	PA-14	NONE	18
1133	4112D	012785	SAVOONGA, AK	PIPER	PA-31-350	NONE	2
1134	2490C	091485	TUTNA LAKE, AK	CESSNA	180	NONE	32
1135	4011M	062985	KENAI, AK	PIPER	PA-12	MINOR	10
1136	91390	061985	THEODORE RIVER, AK	CESSNA	180H	MINOR	6
1137	369LA	020585	HILO, HI	HUGHES	369D	FATAL	98
1138	9990R	082885	NEWARK, NJ	BEECH	G18S	NONE	238
1141	7012W	030685	GILMER, TX	PIPER	PA-28-180	FATAL	310
1142	4599L	022485	MANASSAS, VA	CESSNA	152	NONE	320
1143	6507B	051485	MORRISTOWN, NJ	CESSNA	152	NONE	232
1144	7485F	051585	STONINGTON, IL	HUGHES	269	NONE	124
1145	962X	080785	TALLULAH, LA	GRUMMAN	G-164A	NONE	156
1146	5252D	071985	BATTLE MOUNTAIN, NV	CESSNA	180G	NONE	246
1148	8083Q	051585	LAKELAND, FL	CESSNA	421B	NONE	78
1149	4972S	042085	HAMILTON TOWNSHIP, NJ	CESSNA	R182	FATAL	228
1150	99954	082485	HUNTSVILLE, AL	BLANIK	L-13	MINOR	40
1152	7144Q	081685	LEESBURG, VA	CESSNA	U206	NONE	336
1153	5372B	070685	SANTA TERESA, NM	CESSNA	152	NONE	242
1154	18038	030285	DELAWARE CITY, DE	CESSNA	177	NONE	56
1155	735QN	011985	ABILENE, TX	CESSNA	182Q	SERIOUS	308
1156	6144V	052385	MIDDLETON, WI	BEECH	35-C33	MINOR	358
1157	23388	050385	VALPARAISO, IN	CESSNA	172 M	MINOR	134

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1161	6562F	030385	MARTINSBURG, WV	CESSNA	150	MINOR	362
1162	3951U	081785	SEDALIA, MO	BELL	47G-2A	SERIOUS	204
1163	51W	071885	YOUNGSTOWN, OH	BEECH	E18S	NONE	264
1165	510AB	081785	ELMORE, IL	DEHAVILLAND	DH-82A	SERIOUS	130
1166	67182	092485	BREESE, IL	HILLER	UH-12D	NONE	132
1167	13708	072585	BRODHEAD, WI	NEYMAN-PIETE	GN-2	SERIOUS	360
1168	66190	083185	DANBY, VT	CESSNA	150M	FATAL	338
1169	736FG	051085	GLEN CAMPBELL, PA	CESSNA	R172K	NONE	286
1170	7811Y	080585	KODIAK, AK	PIPER	PA-30	FATAL	16
1171	7750N	062085	ORLEANS, IN	PIPER	PA-28-180	SERIOUS	138
1172	1211A	052685	ST.PETERSBURG, FL	PIPER	PA-18	MINOR	86
1173	210JA	051785	ORLANDO, FL	GRUMMAN AMER	AA-5A	NONE	84
1174	65526	042085	GULF OF MEXICO, OF	SIKORSKY	S-58ET	FATAL	256
1175	53633	052885	DAYTONA BEACH, FL	CESSNA	337G	NONE	88
1176	9541L	051785	HIGH SPRINGS, FL	GRUMMAN AMER	AA-5	NONE	82
1177	93V	041985	MIDLAND, TX	CESSNA	210L	NONE	316
1178	3240J	083085	CAMDENTON, MO	CESSNA	150G	NONE	206
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1184	3950D	030385	WAYNESBORO, VA	CESSNA	182	SERIOUS	322
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AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 6 OF 1985 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1133

1/27/85

SAVOONGA, AK

A/C Reg. No. N4112D

Time (Lcl) - 1330 AST

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

Type Operating Certificate	-COMMUTER	Aircraft Damage						
Name of Carrier	-BERING AIR	SUBSTANTIAL		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	-MANEUVERING							

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

Make/Model	- PIPER PA-31-350	Eng Make/Model	- LYCOMING TIO-540-J2B	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 7045	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 8	Rated Power	- 350 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	NOME, AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	SAVOONGA
Wind Dir/Speed - CALM	ATC/Airspace	Runway Ident - 23
Visibility - .500 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 4600/ 100
Lowest Sky/Clouds - 1000 FT	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - 1000 FT	Type Apch/Lndg - VALLEY/TERRAIN FOLLOWING	Runway Status - SNOW - DRY
Obstructions to Vision - UNK/NR		SNOW - COMPACTED
Precipitation - FREEZING DRIZZLE		
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)
ATP	Current - YES	Total - 5950
SE LAND, ME LAND	Months Since - 2	Last 24 Hrs - 5
	Aircraft Type - PA-34	Make/Model - 2100
		Instrument - 529
		Last 30 Days - UNK/NR
		Last 90 Days - 310
		Rotorcraft - 4

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING ARRIVAL, HE OVERFLEW THE ARPT & MADE A RIGHT TURN WHILE WATCHING THE VILLAGE. AS HE MANEUVERED, HE ENCOUNTERED WHITE-OUT CONDITIONS, TURNED TOO FAR & SUBSEQUENTLY COLLIDED WITH RISING TERRAIN. THE WX OVER THE GENERAL AREA PRIOR TO & AT THE TIME OF THE ACNT WAS REPORTED AS MARGINAL VFR.

Brief of Accident (Continued)

File No. - 1133

1/27/85

SAVOONGA, AK

A/C Reg. No. N4112D

Time (Lc1) - 1330 AST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - SNOW
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - WHITEOUT
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. TERRAIN CONDITION - RISING
8. 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) 5,8

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. - 1066 3/14/85 KOYUKUK, AK A/C Reg. No. N62744 Time (Lc1) - 1030 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - 30.0 SM
Lowest Sky/Clouds - 8000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GALENA, AK
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, SE SEA

Age - 50
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - UNK/NR

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

Total	- 685	Last 24 Hrs	- 1
Make/Model-	620	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 PLTS OF N62744 & THREE OTHER ACFT WERE ON AN AERIAL HUNTING FLT. WITNESSES IN TWO OF THE OTHER ACFT STATED THE PLT OF N62744 WAS MANEUVERING NEAR A WOLVERINE, BUT WAS FLYING TOO FAST. HE ANNOUNCED ON THE RADIO THAT HE WAS GOING TO COME BACK FOR ANOTHER PASS. THE ACFT ENTERED A STEEP CLIMBING TURN TO THE LEFT, BUT STALLED AT APRX 150 FT AGL, THEN COLLIDED WITH THE GROUND. AN EXAM OF THE CRASH SITE REVEALED THE ACFT HAD IMPACTED LEFT WING 1ST, WITH LITTLE OR NO ROTATION. THE PLT/OWNER WAS NOT USING A SHOULDER HARNESS THAT WAS INSTALLED IN THE ACFT.

Brief of Accident (Continued)

File No. - 1066

3/14/85

KOYUKUK, AK

A/C Reg. No. N62744

Time (Lcl) - 1030 AST

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

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. MANEUVER - INITIATED - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
6. MISC EQPT/FURNISHINGS, SHOULDER HARNESS - OTHER
7. MISCELLANEOUS EQUIPMENT - NOT USED - 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) 3,4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1136 6/19/85 THEODORE RIVER, AK A/C Reg. No. N91390 Time (Lcl) - 2230 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	1	0
Accident Occurred During -TAKEOFF			0	0	1	2

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

Make/Model - CESSNA 180H	Eng Make/Model - CONTINENTAL IO-470-F	ELT Installed/Activated - YES/NO
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - TV WX	Last Departure Point	OFF AIRPORT/STRIP
Method - TV/RADIO	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOWER FIRE LAKE, AK	
Wind Dir/Speed- 150/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	Runway Status - WATER - CHOPPY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - UNK/NR	Total - 3200
SE LAND, ME LAND, SE SEA	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 200
		Multi-Eng - 1000
		Last 24 Hrs - 2
		Last 30 Days- 10
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT LANDED THE FLOAT PLANE ON THE THEODORE RIVER WHICH HAD A MAXIMUM WIDTH OF ABOUT 90 FT & HAD FEW STRAIGHT RUNS OF MORE THAN 400 FT. THE RIVER HAD MANY SHARP TURNS, SOME IN EXCESS OF 150 DEGS, & ITS DEPTH WAS AS LOW AS 18 INCHES AT LOW TIDE. THE PLT ELECTED TO TAKEOFF AS THE TIDE WAS RECEDING & THE WATER WAS FLOWING AT 7 TO 9 KTS. HE STATED THAT HE MISJUDGED THE SPEED OF THE RIVER. WHILE STEP TURNING AROUND A BEND, THE RIGHT WING CONTACTED THE RIVER BANK & THE ACFT TURNED OVER. THE PLT REPORTED THAT WHEN IMPACT WITH THE RIVER BANK WAS IMMINENT, HE INITIATED A WATER LOOP TO PREVENT INJURIES.

Brief of Accident (Continued)

File No. - 1136

6/19/85

THEODORE RIVER, AK

A/C Reg. No. N91390

Time (Lcl) - 2230 ADT

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
3. WATER LOOP/SWERVE - INITIATED -
4. TERRAIN CONDITION - DIRT BANK

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1089

6/24/85

GUSTAVIS, AK

A/C Reg. No. N64395

Time (Lcl) - 1830 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation - PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -TAXI

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

Make/Model - DEHAVILLAND DHC-2

Eng Make/Model - P&W R-985

ELT Installed/Activated - UNK/NR

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 5100

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 8

Rated Power - 450 HP

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 220/010 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 800 FT SCATTERED

Lowest Ceiling - 2500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

JUNEAU, AK

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - WATER

Runway Status - WATER - CHOPPY

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

Pilot-In-Command

Age - 34

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - UNK/NR

Total - UNK/NR

Last 24 Hrs - UNK/NR

SE LAND, SE SEA

Months Since - UNK/NR

Make/Model- UNK/NR

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- UNK/NR

Last 90 Days- UNK/NR

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TAXIING THE FLOAT PLANE IN A GUSTY X-WIND, THE WIND & WATER CURRENT DRIFTED THE ACFT TOWARD A PARKED BOAT. SUBSEQUENTLY, THE LEFT WING TIP STRUCK THE BOAT & WAS DAMAGED. BUT THERE WAS NO DAMAGE TO THE BOAT.

Brief of Accident (Continued)

File No. - 1089

6/24/85

GUSTAVIS, AK

A/C Reg. No. N64395

Time (Lc1) - 1830 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. TERRAIN CONDITION - WATER, ROUGH
2. WEATHER CONDITION - UNFAVORABLE WIND
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. OBJECT - VEHICLE
5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1135

6/29/85

KENAI, AK

A/C Reg. No. N4011M

Time (Lcl) - 2000 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SEWARD, AK
Destination
NORTH KENAI, AK

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 33

Biennial Flight Review

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

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	-	520	Last 24 Hrs -	4
Make/Model-	330	Last 30 Days-	UNK/NR	
Instrument-	3	Last 90 Days-	30	

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT WHEN HE DEPARTED SEWARD. THE FUEL GAGES INDICATED THERE WAS APRX 15 GAL ON BOARD. ABOUT 5 MIN FROM THE INTENDED DESTINATION, THE ENG LOST POWER FROM FUEL EXHAUSTION WHILE THE LEFT FUEL GAGE SHOWED THERE WAS 5 GAL REMAINING. DURING AN EMERGENCY LANDING, THE ACFT CRASHED INTO TREES. AN EXAM OF THE LEFT FUEL GAGE SHOWED THAT IT WAS INCORRECTLY INSTALLED & WAS INDICATING MORE FUEL THAN WAS ACTUALLY IN THE LEFT TANK. THE PLT HAD INSTALLED IT DURING RECONDITIONING WORK.

Brief of Accident (Continued)

File No. - 1135

6/29/85

KENAI, AK

A/C Reg. No. N4011M

Time (Lc1) - 2000 ADT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
3. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
4. FLUID, FUEL - EXHAUSTION
5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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) 1,4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1053 7/11/85 BIG LAKE, AK A/C Reg. No. N93180 Time (Lc1) - 1400 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew Pass
NONE 0 0

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

Make/Model - CESSNA 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 - FSS
Method - ACFT RADIO
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed - 290/005 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 5500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ANCHORAGE, AK
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

BIG LAKE
Runway Ident - 24
Runway Lth/Wid - 2800/ 70
Runway Surface - GRAVEL
Runway Status - DRY

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

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
GLIDER

Age - 36
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	79
Last 24 Hrs	UNK/NR
Last 30 Days	UNK/NR
Last 90 Days	16

Instrument Rating(s) - NONE

-----Narrative-----

THE GLIDER PLT WAS IN TRAINING FOR A SINGLE ENG LAND RATING & WAS INDORSED FOR SOLO FLT. DURING HER TRAINING, SHE & HER INSTRUCTOR PLT HAD LANDED AT THE BIG LAKE ARPT. SHE THOUGHT THAT THAT WAS HER APPROVAL TO LAND THERE SOLO. HOWEVER, THERE WERE SANDY SOFT SPOTS ON THE GRAVEL RWY & THE OPERATOR STATED THAT THE STUDENT WAS NOT CLEARED FOR SOLO LANDINGS AT THAT ARPT. DURING THE LANDING, THE STUDENT LOST DIRECTIONAL CONTROL OF THE ACFT & IT VEERED OFF THE RWY. SUBSEQUENTLY, THE NOSE GEAR COLLAPSED & THE LEFT WING HIT THE GROUND.

Brief of Accident (Continued)

File No. - 1053

7/11/85

BIG LAKE, AK

A/C Reg. No. N93180

Time (Lcl) - 1400 ADT

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY/OPERATOR MGMT
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - LOOSE GRAVEL/SANDY
5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

8. LANDING GEAR, NOSE GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1069 7/13/85 BARROW, AK A/C Reg. No. N9164T Time (Lcl) - 1558 ADT

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

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

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

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	BARROW, AK	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BARROW
Wind Dir/Speed- VARIABLE/013 KTS	ATC/Airspace	Runway Ident - 06
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 6500/ 150
Lowest Sky/Clouds - 800 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- UNK/NR	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 118
SE LAND	Months Since - 12	Last 24 Hrs - UNK/NR
	Aircraft Type - C-180	Make/Model- 58
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT WHEN HE RETURNED TO THE ARPT, HE MADE A 3-POINT LANDING IN GUSTY X-WIND CONDITIONS. REPORTEDLY, THE ACFT THEN GROUND LOOPED & WAS DAMAGED. AT 1534 ADT, THE WIND AT BARROW WAS FROM 050 DEG AT 13 GUSTING 18 KTS.

Brief of Accident (Continued)

File No. - 1069

7/13/85

BARROW, AK

A/C Reg. No. N9164T

Time (Lc1) - 1558 ADT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - CROSSWIND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED -
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

---Probable Cause---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1170 8/05/85 KODIAK, AK A/C Reg. No. N7811Y Time (Lc1) - 1100 ADT

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

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

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

Make/Model	- PIPER PA-30	Eng Make/Model	- LYCOMING IO-320-B1A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 160 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 030/008 KTS</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 - RAIN</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>ANCHORAGE, AK</p> <p>Destination</p> <p>- SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - ILS-COMPLETE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>KODIAK</p> <p>Runway Ident - 25</p> <p>Runway Lth/Wid - 7548/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, ME LAND</p>	<p>Age - 61</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 6000</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-----

DURING A WX BRIEFING AT 0719 ADT, THE PLT WAS ADVISED THAT VFR FLT WAS NOT RECOMMENDED. LATER, AT 0827. HE CALLED THE FSS TO UPDATE HIS WX & FILED AN IFR CLEARANCE. AT 0938, THE ACFT DEPARTED ANCHORAGE. DURING ARRIVAL AT KODIAK, THE ACFT WAS CLEARED FOR AN ILS/DME-ONE APCH TO RWY 25. AT 1056, THE PLT REPORTED HE WAS 8.5 DME MI NORTH OF KODIAK & LEVEL AT 1600 FT. SHORTLY AFTER THAT, RADIO CONTACT WAS LOST & THE ELT SOUNDED. LATER, THE ACFT WAS FOUND WHERE IT COLLIDED WITH A MOUNTAIN SIDE AT AN ELEVATION OF 1450 FT. THE CRASH SITE WAS LOCATED APRX 5 MI NORTH OF THE ARPT, OUTSIDE OF AN AREA WHERE THE INSTRUMENT APCH WOULD HAVE TAKEN THE ACFT. THE 1057 WX OBSERVATION AT THE ARPT WAS IN PART: 1000 FT SCATTERED, 3500 FT OVERCAST, VISIBILITY 10 MI. THE ARPT ELEV WAS 73 FT MSL. THE WX IN THE MOUNTAINS WHERE THE PLANE CRASHED WAS NOT VERIFIED. THIS WAS THE PLT'S 1ST APCH TO THIS ARPT. RADAR SVC WAS NOT AVAILABLE. THE PLT'S LOG BOOK WAS NOT FOUND. REPORTEDLY, HE HAD NOT FLOWN MANY RECENT APCHS & WAS USE TO HAVING RADAR ASSISTANCE.

Brief of Accident (Continued)

File No. - 1170

8/05/85

KODIAK, AK

A/C Reg. No. N7811Y

Time (Lcl) - 1100 ADT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH

Finding(s)

1. WEATHER CONDITION - CLOUDS
 2. WEATHER CONDITION - RAIN
 3. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
 5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 6. WEATHER CONDITION - LOW CEILING
 7. TERRAIN CONDITION - RISING
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1132 8/30/85 CAPE YAKATAGA, AK A/C Reg. No. N5188H Time (Lcl) - 1800 ADT

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

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

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

Make/Model - PIPER PA-14	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1850	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	MCCARTHY, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 200/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 526
SE LAND	Months Since - 14	Make/Model- 240
	Aircraft Type - PA-14	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 3
		Last 30 Days- 30
		Last 90 Days- 56
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ELECTED TO LAND ON A SANDY/GRAVEL AREA ABOUT 600 FT LONG & 100 FT WIDE WHICH WAS LOCATED BETWEEN HILLS THAT WERE 100 TO 150 FT HIGH. DURING A X-WIND APCH, THE ACFT'S RATE OF DESCENT BEGAN INCREASING. THE PLT APPLIED FULL POWER TO ARREST THE DESCENT, BUT THE ACFT TOUCHED DOWN SHORT OF THE INTENDED LANDING AREA. SUBSEQUENTLY, THE LANDING GEAR HIT A BOULDER & COLLAPSED. THE PLT REPORTED THAT AT THE TOPS OF THE HILLS, THE X-WIND WAS VARIABLE AT 10 TO 15 KTS & WAS GUSTY.

Brief of Accident (Continued)

File No. - 1132

8/30/85

CAPE YAKATAGA, AK

A/C Reg. No. N5188H

Time (Lc1) - 1800 ADT

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - CROSSWIND
4. WEATHER CONDITION - DOWNDRAFT
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1068 8/31/85 GOLD KING CREEK, AK A/C Reg. No. N53286 Time (Lcl) - 1130 ADT

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

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

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

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

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

<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- 360/008 KTS</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point BRADLEY SKY RAN, AK</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data</p> <p>D&D MINING STRIP</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 1200/ 20</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 997
SE LAND	Months Since - 15	Make/Model- 220
	Aircraft Type - C-180	Instrument- 69
		Last 24 Hrs - 1
		Last 30 Days- 100
		Last 90 Days- 178

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT WHEN HE LANDED, THE ACFT WAS ROLLING OUT ON ITS MAIN GEAR IN A TAIL LOW ATTITUDE, WHEN HE APPLIED BRAKING ACTION. A MOMENT LATER, THE ACFT BEGAN TO PITCH NOSE DOWN. HE COMPENSATED WITH FULL UP ELEVATOR, BUT THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1068

8/31/85

GOLD KING CREEK, AK

A/C Reg. No. N53286

Time (Lc1) - 1130 ADT

Occurrence

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1067 8/31/85 CAPE YAKATAGA, AK A/C Reg. No. N51566 Time (Lc1) - 1640 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	-TAKEOFF			0	0	0	1
							1

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

Make/Model	- MAULE M-5	Eng Make/Model	- CONTINENTAL IO-360	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2440	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 210 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	SAME AS ACC/INC
Completeness	- N/A	Destination
Basic Weather	- VMC	LOCAL
Wind Dir/Speed	- 290/010 KTS	ATC/Airspace
Visibility	- 10.0 SM	Type of Flight Plan
Lowest Sky/Clouds	- 7500 FT SCATTERED	Type of Clearance
Lowest Ceiling	- 9000 FT OVERCAST	Type Apch/Lndg
Obstructions to Vision	- NONE	
Precipitation	- NONE	
Condition of Light	- DAYLIGHT	

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

Pilot-In-Command	Age - 42	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 789	Last 24 Hrs - 2
SE LAND	Months Since - 14	Make/Model - 682	Last 30 Days - 20
	Aircraft Type - UNK/NR	Instrument - 3	Last 90 Days - 52

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE STARTED TO DEPART FROM A GRAVEL STRIP, THEN ELECTED TO ABORT THE TAKEOFF. WHILE ROLLING ON THE GROUND, THE ACFT HIT A "WASH-OUT" WHICH BENT A STRUCTURAL TUBE ON THE LANDING GEAR ASSEMBLY.

Brief of Accident (Continued)

File No. - 1067

8/31/85

CAPE YAKATAGA, AK

A/C Reg. No. N51566

Time (Lc1) - 1640 ADT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
 3. TERRAIN CONDITION - DITCH
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1077 9/02/85 ANCHORAGE, AK A/C Reg. No. N51369 Time (Lcl) - 1033 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE Pass

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

Make/Model - MAULE M-5
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2300
No. of Seats - 2

Eng Make/Model - CONTINENTAL IO-360-A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 210 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
BIG LAKE, AK

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 46
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - M-5

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

Total	- 2500	Last 24 Hrs -	4
Make/Model-	2000	Last 30 Days-	40
Instrument-	12	Last 90 Days-	70

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF, THE ENG LOST POWER AS THE ACFT WAS CLIMBING THRU APRX 400 FT. THE PLT MADE A 180 DEG TURN TO LAND BACK ON THE ARPT. HOWEVER, HE THEN REALIZED THAT THE ACFT WOULD NOT REACH THE RWY, SO HE TURNED & LANDED IN A SWAMP AREA. AN EXAM OF THE ENG REVEALED THAT THE #3 CYLINDER HAD FAILED. NO FATIGUE WAS FOUND IN THE FRACTURE AREA. THERE WERE INDICATIONS THAT THE CYLINDER HAD FAILED FROM OVERLOAD, BUT THE REASON FOR THE OVERLOAD WAS NOT VERIFIED.

Brief of Accident (Continued)

File No. - 1077

9/02/85

ANCHORAGE, AK

A/C Reg. No. N51369

Time (Lc1) - 1033 ADT

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

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - FAILURE, TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - SOFT
 3. TERRAIN CONDITION - WET
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1078 9/02/85 MCGRATH,AK A/C Reg. No. N74924 Time (Lc1) - 1137 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

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

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

Make/Model - PIPER PA-18-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 2

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 200/010 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 8000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BIG LAKE LODGE,AK

Destination
MCGRATH,AK

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 35
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4500
Make/Model- 4400
Instrument- 63
Last 24 Hrs - 4
Last 30 Days- 40
Last 90 Days- 80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EN ROUTE & ABOUT 15 MI FROM HIS DESTINATION, THE PLT NOTED THAT BOTH THE ENG RPM & THE OIL PRESSURE WERE DECREASING. SUBSEQUENTLY, HE MADE AN EMERG LANDING IN AN AREA OF SMALL TREES & BRUSH NEXT TO A SWAMP. AN EXAM OF THE ENG WAS MADE, BUT NO MECHANICAL FAILURE OR MALFUNCTION WAS FOUND THAT WOULD HAVE RESULTED IN A LOSS OF POWER.

Brief of Accident (Continued)

File No. - 1078

9/02/85

MCGRATH, AK

A/C Reg. No. N74924

Time (Lc1) - 1137 ADT

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)
2. TERRAIN CONDITION - NONE SUITABLE
3. TERRAIN CONDITION - HIGH VEGETATION

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

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

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. - 1125 9/04/85 CORDOVA, AK A/C Reg. No. N25722 Time (Lcl) - 0705 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 - CESSNA 180F	Eng Make/Model - CONTINENTAL O-470	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL 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	LOCAL	CORDOVA
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 24
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1900/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 644
SE LAND, ME LAND, SE SEA	Months Since - 6	Last 24 Hrs - 6
	Aircraft Type - C-180	Make/Model- 178
		Last 30 Days- 80
		Instrument- 6
		Last 90 Days- 117
		Multi-Eng - 24

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT IMMEDIATELY AFTER TAKING OFF, HE SEEMED TO LOSE AILERON CONTROL. HE DECIDED TO ABORT THE TAKEOFF & LAND ON THE REMAINING RWY. AFTER TOUCHING DOWN NEAR THE DEPARTURE END, HE ELECTED TO TURN THE ACFT TO THE LEFT TOWARD AN ACCESS ROAD RATHER THAN TO CONTINUE AHEAD INTO WATER. THE ACFT ENCOUNTERED A DITCH, THEN WENT ONTO LOOSE GRAVEL. THE BRAKES LOCKED ON THE LOOSE GRAVEL, THEN THE TIRES CAUGHT ON HARD GROUND & THE ACFT NOSED OVER. AN EXAM OF THE FLT CONTROLS WAS MADE, BUT NO PREIMPACT MECHANICAL FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 1125

9/04/85

CORDOVA, AK

A/C Reg. No. N25722

Time (Lcl) - 0705 ADT

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. REMEDIAL ACTION - INITIATED -
3. ABORTED TAKEOFF

Occurrence #2 OVERRUN
Phase of Operation TAKEOFF

Occurrence #3 NOSE OVER
Phase of Operation OTHER

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
5. TERRAIN CONDITION - DITCH
6. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
7. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

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

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

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. - 1076 9/08/85 RAINEY PASS, AK A/C Reg. No. N27696 Time (Lc1) - 2200 ADT

-----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	UNK/NR	Crew 0	0	1	0
Accident Occurred During	-TAKEOFF		Pass 0	0	0	1

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

Make/Model	- TAYLORCRAFT BL-65	Eng Make/Model	- CONTINENTAL A-65	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 65 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 100.0 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 UNK/NR</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data</p> <p>TUNDRA STRIP</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 1000 -UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - ROUGH</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,ATP</p> <p>SE LAND,ME LAND,SE SEA</p>	<p>Age - 31</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 5600</p> <p>Make/Model- 150</p> <p>Instrument- 1120</p> <p>Multi-Eng - 1600</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- 100</p> <p>Last 90 Days- 150</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS TAKING OFF ON A STRIP OF TUNDRA ABOUT 1000 FT LONG IN CALM WIND CONDITIONS. DURING THE TAKEOFF ROLL, HE LOST DIRECTIONAL CONTROL & THE ACFT GROUND LOOPED & WAS DAMAGED. NO MECHANICAL PROBLEMS WERE REPORTED.

Brief of Accident (Continued)

File No. - 1076

9/08/85

RAINEY PASS, AK

A/C Reg. No. N27696

Time (Lc1) - 2200 ADT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

----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. - 1134 9/14/85 TUTNA LAKE, AK A/C Reg. No. N2490C Time (Lcl) - 1800 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	-TAKEOFF			0	0	0	1	

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

Make/Model	- CESSNA 180	Eng Make/Model	- CONTINENTAL D-470-L	ELT Installed/Activated	- YES/YES
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2700	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 230 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	OFF AIRPORT/STRIP	
Method	- N/A		
Completeness	- N/A	Airport Data	
Basic Weather	- VMC	Runway Ident	- N/A
Wind Dir/Speed	- 180/010 KTS	Runway Lth/Wid	- N/A
Visibility	- 8.0 SM	Runway Surface	- N/A
Lowest Sky/Clouds	- UNK/NR	Runway Status	- N/A
Lowest Ceiling	- 2500 FT BROKEN		
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP, CFI	Current - YES	Total	- 6500
SE LAND, ME LAND, SE SEA	Months Since - 9	Make/Model	- 804
HELICOPTER	Aircraft Type - C-180	Instrument	- 690
		Multi-Eng	- 1300
		Last 24 Hrs	- 6
		Last 30 Days	- UNK/NR
		Last 90 Days	- 127
		Rotorcraft	- 4050

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT ELECTED TO TAKEOFF FROM A LAKE THAT WAS APRX 1/2 MI LONG & ORIENTED ON AN EAST/WEST HEADING. DURING A X-WIND TAKEOFF, THE PLT HAD DIFFICULTY GETTING THE ACFT TO LIFT OFF, BUT ELECTED TO CONTINUE THE TAKEOFF. THE ACFT FINALLY LIFTED OFF, BUT FAILED TO ACCELERATE SUFFICIENTLY IN GROUND EFFECT. SUBSEQUENTLY, IT MUSHED INTO A TUNDRA HILL WHILE STILL FLYING IN GROUND EFFECT. THE PLT STATED HE THAT WAS FATIGUED & WAS OVERCONFIDENT IN BOTH HIMSELF & HIS ACFT. HE STATED THAT HE SHOULD HAVE WAITED UNTIL THE WIND WAS ALONG THE AXIS OF THE LAKE AND/OR HE SHOULD HAVE REPOSITIONED HIS ACFT ON A BIGGER LAKE BEFORE HAULING THE CARGO.

Brief of Accident (Continued)

File No. - 1134

9/14/85

TUTNA LAKE, AK

A/C Reg. No. N2490C

Time (Lc1) - 1800 ADT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IMPROPER DECISION, FATIGUE - PILOT IN COMMAND
3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
5. WEATHER CONDITION - CROSSWIND
6. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
7. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
8. TERRAIN CONDITION - DIRT BANK

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1131 9/15/85 CORDOVA, AK A/C Reg. No. N80124 Time (Lcl) - 1130 ADT

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

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

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

Make/Model - CESSNA A185F	Eng Make/Model - CONTINENTAL IO-520-A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	MONTAGUE ISLAND, AK	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CORDOVA MUNI
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 06
Visibility - 30.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 1900/ 80
Lowest Sky/Clouds - 1500 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		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 3627
SE LAND, ME LAND, SE SEA	Months Since - 9	Make/Model- 277
	Aircraft Type - C-185	Instrument- 77
		Multi-Eng - 26
		Last 24 Hrs - 3
		Last 30 Days- 150
		Last 90 Days- 336

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT PRIOR TO LANDING, THE ACFT'S RIGHT BRAKE HAD NO PRESSURE. HE REPORTED THAT AFTER HE LANDED, THE TAIL WHEEL BEGAN TO SHIMMY & THE ACFT PULLED TO THE LEFT. HE APPLIED FULL RIGHT RUDDER, BUT WAS UNABLE TO PREVENT THE ACFT FROM GROUND LOOPING TO THE LEFT. SUBSEQUENTLY, THE RIGHT MAIN GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1131

9/15/85

CORDOVA, AK

A/C Reg. No. N80124

Time (Lc1) - 1130 ADT

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

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - INOPERATIVE
-

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

Finding(s)

2. DIRECTIONAL CONTROL - NOT POSSIBLE -
 3. GROUND LOOP/SWERVE - UNCONTROLLED -
-

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1087 6/14/85 ANDALUSIA,AL A/C Reg. No. N2427S Time (Lcl) - 1555 CDT

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

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

Make/Model - CESSNA 210L
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-L
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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
TROY,AL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

Basic Weather - VMC
Wind Dir/Speed- 130/009 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 7000 FT SCATTERED
Lowest Ceiling - 12000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

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

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

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

Total	-	895	Last 24 Hrs	-	4
Make/Model-	97		Last 30 Days-	UNK/NR	
Instrument-	190		Last 90 Days-	26	
			Rotorcraft	-	712

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PLT STATED THAT SHORTLY AFTER TAKEOFF, AT ABOUT 700 FT MSL, THE ENG LOST POWER WITH OUT WARNING AFTER HE MADE A POWER REDUCTION TO 2500 RPM & 25 INCHES OF MANIFOLD PRESSURE. HE ATTEMPTED TO GLIDE TO A FIELD, BUT THE ACFT WENT INTO THE TOPS OF TREES BEFORE REACHING THE FIELD. THE ENG WAS EXAMINED & NO PREEXISTING FAILURE OR MALFUNCTION WAS FOUND WHICH WOULD HAVE CAUSED A LOSS OF POWER. BOTH FUEL TANKS WERE RUPTURED; THEREFORE, THEIR PREIMPACT CONTENT COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 1087

6/14/85

ANDALUSIA,AL

A/C Reg. No. N2427S

Time (Lc1) - 1555 CDT

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

Finding(s)
1. UNDETERMINED

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

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

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1023 7/30/85 CLANTON,AL

A/C Reg. No. N9381G

Time (Lc1) - 1915 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA A188B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4000
No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-520-D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 1.500 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - UNK/NR

Obstructions to Vision- UNK/NR

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CLANTON,AL

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - PRECAUTIONARY LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 21

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 718

Make/Model- 200

Instrument- 13

Multi-Eng - UNK/NR

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 150

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A FENCE & A DITCH DURING A PRECAUTIONARY OFF-ARPT LANDING IN A PASTURE. THE PLT REPORTED THAT FOLLOWING THE COMPLETION OF AERIAL APPLICATION OPERATIONS, THUNDERSTORMS WERE BLOCKING HIS RETURN TO THE ARPT. HE HAD ELECTED TO LAND TO AWAIT THE PASSAGE OF THE STORMS.

Brief of Accident (Continued)

File No. - 1023

7/30/85

CLANTON,AL

A/C Reg. No. N9381G

Time (Lc1) - 1915 CDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. WEATHER CONDITION - THUNDERSTORM
-

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

Finding(s)

3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 5. OBJECT - FENCE
-

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

Finding(s)

6. TERRAIN CONDITION - DITCH
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1150 8/24/85 HUNTSVILLE,AL A/C Reg. No. N99954 Time (Lcl) - 1605 CDT

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

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

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

Make/Model - BLANIK L-13	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 - 1100	Engine Type - N/A		
No. of Seats - 2	Rated Power - N/A		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SKY PARK
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 100
Lowest Sky/Clouds - UNK/NR THIN OVC	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 3000 FT	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 955
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 3
	Aircraft Type - UNK/NR	Instrument- 53
		Multi-Eng - 35
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COMMERCIAL PLT WAS IN TRAINING FOR A GLIDER RATING & WAS ON A SUPERVISED SOLO FLT TO PRACTICE A LANDING. DURING THE TRAFFIC PATTERN, HE ROLLED OUT HI ON FINAL & EXTENDED THE SPOILERS TO ADJUST TO THE DESIRED GLIDE PATH, THEN RETRACTED THE SPOILERS TO THE 50% POSITION. SHORTLY THEREAFTER, HE REALIZED HE WAS LOW & RETRACTED THE SPOILERS. HOWEVER, HE WAS UNABLE TO GLIDE TO THE RWY. SUBSEQUENTLY, THE GLIDER COLLIDED WITH A HEDGE ROW ABOUT 50 FT SHORT OF THE RWY. THE PLT FELT THAT HIS EXPERIENCE FLYING POWERED ACFT MAY HAVE INTERFERED WITH HIS TRAINING IN GLIDERS.

Brief of Accident (Continued)

File No. - 1150

8/24/85

HUNTSVILLE,AL

A/C Reg. No. N99954

Time (Lc1) - 1605 CDT

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

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,HABIT INTERFERENCE - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. ALTITUDE - MISJUDGED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - 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) 1,3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1117 9/22/85 BIRMINGHAM,AL A/C Reg. No. N5227K Time (Lcl) - 1105 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Crew
NONE

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

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - 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- 140/004 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - UNK/NR SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HUNTSVILLE,AL
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR/IFR
Type of Clearance - IFR
Type Apch/Lndg - VOR/DME
FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data

GILMER INDUSTRIAL AIRPARK
Runway Ident - 04
Runway Lth/Wid - 3000/ 100
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 - 2
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 264
Make/Model- 159
Instrument- 55
Last 24 Hrs - 1
Last 30 Days- 20
Last 90 Days- 54

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE PLT NOTED THAT THE WIND WAS FROM ABOUT 150 DEGS. DUE TO THE TERRAIN & OBSTRUCTIONS NEAR THE NORTHEAST END OF THE RWY, HE ELECTED TO LAND ON RWY 4. DURING THE LANDING, THE ACFT FLOATED BEFORE TOUCHING ABOUT 1/3 TO 1/2 OF THE WAY DOWN THE RWY. THE PLT USED MAX BRAKING; HOWEVER, BRAKING ACTION WAS POOR DUE TO LOOSE GRAVEL ON THE TURF RWY. SUBSEQUENTLY, THE ACFT HIT ROUGH TERRAIN BEYOND THE END OF THE RWY & THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1117

9/22/85

BIRMINGHAM,AL

A/C Reg. No. N5227K

Time (Lcl) - 1105 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. WEATHER CONDITION - TAILWIND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
5. PROPER TOUCHDOWN POINT - EXCEEDED -
6. GO-AROUND - NOT PERFORMED -
7. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - LOOSE GRAVEL/SANDY

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

Finding(s)

8. TERRAIN CONDITION - ROUGH/UNEVEN
9. LANDING GEAR,NOSE GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1036 7/15/85 HARRISON, AR A/C Reg. No. N68777 Time (Lcl) - 1234 CDT

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	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 - IN PERSON	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	HEBER SPRINGS, AR	BOONE COUNTY
Wind Dir/Speed- 320/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5000 FT	Type of Clearance - UNK/NR	Runway Surface - N/A
Lowest Ceiling - 5000 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 - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 37
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 37
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 37

Instrument Rating(s) - NONE

-----Narrative-----

AFTER AN EN ROUTE STOP, ON A X-COUNTRY FLT, THE STUDENT PLT WAS TAXIING TO TAKEOFF AGAIN. WHILE PROCEEDING NORTHBOUND WITH A LEFT X-WIND, THE PLT APPLIED BRAKING ACTION TO SLOW THE ACFT FOR A TURN. AT ABOUT THAT TIME, THE ACFT VEERED TO THE RIGHT, WENT DOWN AN EMBANKMENT & INTO A DITCH, THEN NOSED OVER. THE PLT REPORTED THAT THE BRAKES & RUDDER WERE INEFFECTIVE IN THE X-WND. A WITNESS SAID THAT HE FELT THE PLT WAS TAXIING TOO FAST. NO PRE-ACDNT PART FAILURE OR MALFUNCTION WAS REPORTED.

Brief of Accident (Continued)

File No. - 1036

7/15/85

HARRISON, AR

A/C Reg. No. N68777

Time (Lcl) - 1234 CDT

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

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 3. WEATHER CONDITION - CROSSWIND
 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 6. GROUND LOOP/SWERVE - UNCONTROLLED -
 7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

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

Finding(s)

8. TERRAIN CONDITION - DOWNHILL
 9. TERRAIN CONDITION - DITCH
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1004 7/18/85 HARRISON, AR A/C Reg. No. N4734U Time (Lcl) - 1405 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew
Pass

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

Make/Model - CESSNA 180G
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2800
No. of Seats - 6

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 060/008 KTS

Visibility - 13.0 SM

Lowest Sky/Clouds - 4500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

NEOSHO, MO

Destination

SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

BOONE COUNTY

Runway Ident - 36

Runway Lth/Wid - 6195/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 38

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1435

Make/Model- 34

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 6

Last 30 Days- UNK/NR

Last 90 Days- 40

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING A WHEEL LANDING, THE ACFT BOUNCED, BUT NOT HARD. HE REPORTED THAT HE APPLIED SUFFICIENT POWER TO RECOVER & MADE A SMOOTH, 3-POINT TOUCHDOWN, THEN THE ACFT BEGAN A GRADUAL SKIDDING TURN TO THE RIGHT. THE PLT CORRECTED WITH LEFT RUDDER, BUT IT HAD NO EFFECT. HE SAID THAT HE THEN APPLIED HARD LEFT RUDDER & BRAKE; HOWEVER, THE ACFT CONTINUED THE RIGHT SWERVE & THE LEFT MAIN GEAR COLLAPSED. AN EXAM OF THE ACFT REVEALED THE LEFT TAILWHEEL STEERING CABLE HAD COME OFF OF A PULLEY & HAD JAMMED BETWEEN THE PULLEY & A BRACKET. THERE WAS EVIDENCE THAT THE CABLE MAY HAVE BEEN LOOSE OR OUT-OF-RIG. HOWEVER, THE REASON FOR THE CABLE TO COME OFF OF THE PULLEY WAS NOT VERIFIED.

Brief of Accident (Continued)

File No. - 1004

7/18/85

HARRISON,AR

A/C Reg. No. N4734U

Time (Lcl) - 1405 CDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. LANDING GEAR, TAILWHEEL ASSEMBLY - JAMMED
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1110 3/01/85 TUCSON,AZ A/C Reg. No. N62344 Time (Lcl) - 1250 PST

-----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 - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire
NONE

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

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2407
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 180/009 KTS
Visibility - 60.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

TUCSON INTL
Runway Ident - 21
Runway Lth/Wid - 7000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 35
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

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

Total	-	36	Last 24 Hrs -	0
Make/Model-	19		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	6
Multi-Eng -	5			

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS COMMENCING HIS 1ST SOLO X-COUNTRY FLT. AT LIFT-OFF, THE ACFT ENTERED A LEFT BANK OF ABOUT 45 DEGS. THE STUDENT PLT REDUCED POWER & THE ACFT TOUCHED DOWN HARD ON THE DIRT BESIDE THE RWY & WAS DAMAGED. THE PLT BELIEVED THAT HE MAY HAVE ENCOUNTERED TURBC FROM A BOEING 737. THE BOEING 737 TOOK OFF ABOUT 2 MINS EARLIER ON RWY 11L. HOWEVER, IT DID NOT LIFT OFF UNTIL IT WAS ABOUT 2000 FT BEYOND THE INTERSECTION OF RWY 21 & RWY 11L. THE CESSNA HAD NOT YET REACHED THE INTERSECTION WHEN IT BANKED TO THE LEFT. THE PLT HAD ONLY 1.3 HRS SOLO FLT TIME.

Brief of Accident (Continued)

File No. - 1110

3/01/85

TUCSON, AZ

A/C Reg. No. N62344

Time (Lc1) - 1250 PST

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

Finding(s)

1. LIFT-OFF - IMPROPER - PILOT IN COMMAND
 2. STALL - INADVERTENT -
-

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

Finding(s)

3. ABORTED TAKEOFF
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1011 4/02/85 CORONA, CA A/C Reg. No. N1588Q Time (Lcl) - 1045 PST

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

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

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

Make/Model - CESSNA 150L	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	CHINO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 230/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1014
SE LAND,ME LAND	Months Since - 9	Last 24 Hrs - UNK/NR
	Aircraft Type - GC1B	Make/Model- UNK/NR
		Instrument- 145
		Multi-Eng - 386
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT & INSTRUCTOR PLT (CFI) WERE ON A LOCAL INSTRUCTIONAL FLT. THE STUDENT HAD FLOWN A TOTAL OF ONLY 3 HRS PRIOR TO THIS FLT. JUST BEFORE THE ACCIDENT, THE ACFT WAS OBSERVED SPINNING TOWARD THE GROUND IN A NEAR VERTICAL DESCENT. IT IMPACTED IN AN ORANGE GROVE, BUT ONLY ONE TREE WAS DAMAGED. DURING AN EXAM OF THE WRECKAGE, NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. THERE WAS EVIDENCE OF AMPLE FUEL ABOARD.

Brief of Accident (Continued)

File No. - 1011

4/02/85

CORONA, CA

A/C Reg. No. N1588Q

Time (Lcl) - 1045 PST

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

Finding(s)

1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND(CFI)
 2. STALL/SPIN
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1182 8/08/85 LEE VINING,CA A/C Reg. No. N3250K Time (Lc1) - 1747 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

Crew
Pass

Fatal
0
0

Injuries
Serious
1
0

Minor
0
0

None
0
1

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

Make/Model - RONALD C. RENDER LONG EZ
Landing Gear - UNK/NR
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 118 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- 270/012 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
MAMMOTH LAKES,CA
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

LEE VINING
Runway Ident - 32
Runway Lth/Wid - 4090/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 41

Biennial Flight Review

Current - YES
Months Since - 23
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 721
Make/Model- 170
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 12
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE ACFT WAS ALIGNED SLIGHTLY RIGHT OF THE RWY CENTERLINE WHILE LANDING WITH A LEFT X-WIND COMPONENT. THE PLT STATED THAT THE ACFT LANDED ON THE DIRT APRON, ROLLED TO THE RIGHT & HE COULD NOT LIFT THE DOWNWIND WING. SUBSEQUENTLY, THE RIGHT WING HIT THE GROUND, THE ACFT SPUN AROUND 180 DEG, THEN IT FLIPPED OVER. THE PLT BELIEVED WIND SHEAR WAS A PROBABLE FACTOR.

Brief of Accident (Continued)

File No. - 1182

8/08/85

LEE VINING, CA

A/C Reg. No. N3250K

Time (Lcl) - 1747 PDT

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

Finding(s)
1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - CROSSWIND
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

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

Finding(s)
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #3 ROLL OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1074

7/25/85

ALAMOSA, CO

A/C Reg. No. N633GG

Time (Lc1) - 1815 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - GORDON - THORPE T-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 230/012 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - UNK/NR SCATTERED
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PAGE, AZ
Destination
OSHKOSH, WI

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

ALAMOSA MUNI/BERGMAN
Runway Ident - 20
Runway Lth/Wid - 8499/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 54

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 252	Last 24 Hrs -	6
Make/Model-	50	Last 30 Days-	UNK/NR
Instrument-	6	Last 90 Days-	50

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OF THE AMATEUR BUILT ACFT WAS ON A FLT TO ASHKOSH, WI WITH AN EN ROUTE STOP AT PUEBLO, CO. DUE TO WX IN THE PUEBLO AREA, HE DIVERTED TO ALAMOSA, CO. ON HIS 1ST APCH TO LAND ON RWY 20, HE MADE A GO-AROUND. ON HIS 2ND APCH, THE ACFT LANDED LONG & AT HIGH SPEED. SUBSEQUENTLY, THE ACFT VEERED TO THE LEFT, WENT OFF THE RWY & WAS DAMAGED. THE PLT REPORTED THAT HE WAS RELATIVELY INEXPERIENCE AT FLYING TAILWHEEL EQUIPPED ACFT, WAS UNFAMILIAR WITH HIGH ALT ARPT LANDINGS & HAD "JUST LOST IT."

Brief of Accident (Continued)

File No. - 1074

7/25/85

ALAMOSA, CO

A/C Reg. No. N633GG

Time (Lcl) - 1815 MDT

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

Finding(s)

1. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 6. GROUND LOOP/SWERVE - UNCONTROLLED -
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1154 3/02/85 DELAWARE CITY, DE A/C Reg. No. N18038 Time (Lc1) - 2315 EST

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

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

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

Make/Model - CESSNA 177	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CHARLESTON, SC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SMYRNA, DE	GREATER WILMINGTON
Wind Dir/Speed- 340/011 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 294
SE LAND	Months Since - 18	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 48
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DEPARTED CHARLESTON, SC AT ABOUT 1730 WITH 42 GALS (5 HRS) OF FUEL ON BOARD FOR THE PLANNED 4 HR FLT TO SMYRNA, DE. HEADWINDS OF 10 TO 20 KTS WERE ENCOUNTERED EN ROUTE, PUTTING THE FLT IN THE SMYRNA AREA 45 MINS LATE WITH ONLY 15 MINS OF FUEL REMAINING. THE PLT FOUND THAT THE PLT-ACTIVATED-RWY-LIGHTS WERE INOP. AFTER SEVERAL ATTEMPTS TO ACTIVATE THE LIGHTS & FLYING THE PATTERN DOWN TO 200 FT, THE PLT DIVERTED TO WILMINGTON ARPT, ABOUT 30 MILES NORTH. THE ENG LOST POWER AT AN ALTITUDE OF 2000 FT WHEN THE ACFT WAS APRX 8 MILES SOUTH OF WILMINGTON. A SUBSEQUENT FORCED LANDING OCCURRED IN A SWAMPY AREA. THE ACFT CAME TO REST INVERTED AFTER THE NOSEWHEEL BECAME MIRED IN MUD DURING THE LANDING. THE PLT STATED THAT HE WAS LATER TOLD THAT PERSONNEL AT SMYRNA HAD SHUT DOWN THE RWY LIGHT SYS FOR MAINTENANCE & HAD NOT REACTIVATED THE LIGHTS WHEN THEY HAD FINISHED.

Brief of Accident (Continued)

File No. - 1154

3/02/85

DELAWARE CITY, DE

A/C Reg. No. N18038

Time (Lc1) - 2315 EST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - NOT OPERATING
4. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
5. FLUID, FUEL - EXHAUSTION
6. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

7. LIGHT CONDITION - NIGHT
8. TERRAIN CONDITION - SOFT
9. TERRAIN CONDITION - WET

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1106 1/15/85 STUART, FL A/C Reg. No. N6164N Time (Lcl) - 2130 EST

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

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

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

Make/Model	- CESSNA 210M	Eng Make/Model	- CONTINENTAL IO-520-L	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	MIAMI, FL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	ORLANDO, FL	Runway Ident - N/A
Wind Dir/Speed - CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 28	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 1464	Last 24 Hrs - 6
SE LAND, ME LAND	Months Since - 4	Make/Model - 306	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 221	Last 90 Days - 250
		Multi-Eng - 142	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT ENG FAILED IN FLT & THE PLT MADE AN EMERGENCY LANDING AT NIGHT IN AN OPEN FIELD. THE FIELD WAS ON SANDY TERRAIN THAT HAD BEEN CONTOURED TO BE AN ORANGE GROVE. WHILE LANDING ON THE UNEVEN SOFT TERRAIN, THE ACFT WAS DAMAGED. AN EXAM OF THE ENG REVEALED THE #2 PISTON PIN & CONNECTING ROD HAD FAILED. FATIGUE CRACKS WERE NOTED IN THE FRACTURE AREA OF BOTH PARTS. THERE WERE INDICATIONS THAT THE PISTON PIN HAD FAILED 1ST, THEN THE ROD FAILED & PENETRATED THE ENG CASE.

Brief of Accident (Continued)

File No. - 1106

1/15/85

STUART, FL

A/C Reg. No. N6164N

Time (Lc1) - 2130 EST

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

Finding(s)

1. ENGINE ASSEMBLY, PISTON - FATIGUE
 2. ENGINE ASSEMBLY, CONNECTING ROD - FATIGUE
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. LIGHT CONDITION - DARK NIGHT
 4. TERRAIN CONDITION - ROUGH/UNEVEN
 5. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
 6. TERRAIN CONDITION - SOFT
-

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

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

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. - 1019 4/27/85 TAMPA, FL

A/C Reg. No. N1967D

Time (Lc1) - 0725 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
ON GROUND

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

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

Make/Model - BEECH C35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2700
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-225-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 225 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - IMC
Wind Dir/Speed- 110/004 KTS
Visibility - 1.500 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
FT. MYERS, FL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

VANDENBERG
Runway Ident - 36
Runway Lth/Wid - 3260/ 65
Runway Surface - MACADAM
Runway Status - DRY

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

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

Age - 39
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	829
Make/Model-	150
Instrument-	4
Last 24 Hrs	UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	20

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED THE ACFT TAKEOFF ON RWY 36 IN FOGGY CONDITIONS. THEY REPORTED THAT DURING THE INITIAL CLIMB AFTER LIFT-OFF, THE ACFT PITCHED UP & ROLLED INTO A STEEP LEFT BANK, THEN ENTERED A DESCENT & CRASHED ON AN APRX HEADING OF 060 DEG. IMPACT OCCURRED ABOUT 1/2 MI NNW FROM THE CENTER OF THE ARPT (NEAR THE DEPARTURE END OF RWY 36). NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND DURING THE INVESTIGATION. ABOUT 8 MI WEST AT TAMPA, FL, THE 0750 WX WAS IN PART: 25,000 FT SCATTERED, VISIBILITY 1-1/2 MI WITH FOG. WITNESSES AT THE ACCIDENT SITE ESTIMATED THE VISIBILITY WAS 1/2 MI WITH FOG. THE NON-INSTRUMENT RATED PLT HAD LOGGED ONLY 4.3 HRS OF HOODED FLT TIME & NO ACTUAL INSTRUMENT TIME.

Brief of Accident (Continued)

File No. - 1019

4/27/85

TAMPA, FL

A/C Reg. No. N1967D

Time (Lc1) - 0725 EST

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

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
2. WEATHER CONDITION - FOG
3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
4. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

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

Finding(s)

5. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1016 5/02/85 JACKSONVILLE, FL A/C Reg. No. N9442S Time (Lcl) - 1307 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - BEECH 95-C55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5300
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-C5B
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC

Itinerary

Last Departure Point
CRESTVIEW, FL
Destination
JACKSONVILLE, FL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 230/008 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - FORCED LANDING

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

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

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

Age - 49
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - C-500

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 8519	Last 24 Hrs - 4
Make/Model- 124	Last 30 Days- 11
Instrument- 523	Last 90 Days- 59
Multi-Eng - 4388	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ON THE LAST LEG OF A FLT THAT ORIGINATED THAT MORNING AT JACKSONVILLE, THEN PROCEEDED TO DAYTONA BEACH, THEN ON TO CRESTVIEW, FL. WHILE ON THE RETURN FLT TO JACKSONVILLE, THE RIGHT ENG LOST POWER AS THE ACFT WAS APPROACHING ITS DESTINATION. THE PLT STATED THAT HE TRIED TO RESTART THE RIGHT ENG, BUT WAS UNABLE, SO HE SECURED IT. A SHORT TIME LATER, THE LEFT ENG ALSO LOST POWER & THE PLT ELECTED TO LAND IN AN OPEN FIELD. HOWEVER, DURING THE APPROACH, THE PLT WAS UNABLE TO CLEAR TREES AT THE EDGE OF THE FIELD. AFTER IMPACTING THE TREES, THE ACFT CRASHED IN THE FIELD. NO FUEL WAS OBSERVED IN THE WRECKAGE. THE PLT REPORTED THAT HE USED ONLY THE FUEL QUANTITY INDICATORS TO CHECK THE FUEL PRIOR TO THE FLT.

Brief of Accident (Continued)

File No. - 1016

5/02/85

JACKSONVILLE, FL

A/C Reg. No. N9442S

Time (Lc1) - 1307 EST

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. FLUID, FUEL - EXHAUSTION
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
 4. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - INOPERATIVE
-

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)

5. OBJECT - TREE(S)
-

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) 1,2,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1041 5/03/85 PEMBROKE PINES, FL A/C Reg. No. N758AE Time (Lc1) - 1930 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

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

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

Make/Model - CESSNA R172K
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-360-K
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 195 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 - 7.0 SM
Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
HOLLYWOOD, FL
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 35
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - R172K

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 344 Last 24 Hrs - 1
Make/Model- 210 Last 30 Days- UNK/NR
Instrument- 70 Last 90 Days- 45
Multi-Eng - 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT AFTER TAKEOFF, THE ENG LOST POWER WHEN THE ACFT WAS ABOUT 10 MI WEST OF THE ARPT. WHILE HE WAS ATTEMPTING TO LAND, THE ACFT COLLIDED WITH POWER LINES & CRASHED ONTO A CANAL BANK. DURING AN EXAM OF THE ACFT, ENG CONTINUITY WAS ESTABLISHED, ALL ACCESSORIES TURNED ACCORDINGLY & THE MAGNETOS HAD SUFFICIENT SPARK. HOWEVER, NO USABLE FUEL WAS FOUND IN THE TANKS.

Brief of Accident (Continued)

File No. - 1041

5/03/85

PEMBROKE PINES, FL

A/C Reg. No. N758AE

Time (Lcl) - 1930 EDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FLUID, FUEL - EXHAUSTION
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
5. OBJECT - WIRE, TRANSMISSION

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

Finding(s)

6. TERRAIN CONDITION - DIRT BANK

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1051 5/06/85 PALM CITY, FL

A/C Reg. No. N2903R

Time (Lcl) - 1929 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 Pass
NONE

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

Make/Model - CESSNA 310G
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4990
No. of Seats - 2

Eng Make/Model - CONTINENTAL IO-470-D
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 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- 030/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
FT. LAUDERDALE, FL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

NAKED LADY RANCH
Runway Ident - 36
Runway Lth/Wid - 2640/ 170
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 35
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1825 Last 24 Hrs - 10
Make/Model- 36 Last 30 Days- UNK/NR
Instrument- 107 Last 90 Days- 75
Multi-Eng - 135

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT SHORTLY AFTER TAKEOFF, THE LEFT ENG LOST POWER. HE WAS UNABLE TO MAINTAIN CONTROL OF THE ACFT, SO HE REDUCED POWER ON THE RIGHT ENG & SUBSEQUENTLY MADE AN EMERGENCY LANDING IN A FIELD. DURING THE LANDING, THE GEAR COLLAPSED, THEN THE ACFT SLID INTO A TREE. AN INVESTIGATION REVEALED THE ACFT HAD BEEN PARKED FOR 8 MONTHS & HAD RECENTLY FLOWN FOR ONLY ABOUT 2 HRS. A POST CRASH EXAM OF THE ACFT REVEALED NO EVIDENCE OF A PREIMPACT PART FAILURE OR MALFUNCTION & A TEST RUN OF THE ENG SHOWED NO SIGNS OF A FAILURE. THE PASSENGER STATED THE LEFT FUEL FLOW METER STARTED FLUCTUATING AT THE SAME TIME THE ENG LOST POWER, THEN THE FUEL FLOW INDICATION DROPPED TO ZERO.

Brief of Accident (Continued)

File No. - 1051

5/06/85

PALM CITY, FL

A/C Reg. No. N2903R

Time (Lc1) - 1929 EDT

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

Finding(s)

1. FUEL SYSTEM - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

2. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
3. AIRSPEED(VMC) - NOT MAINTAINED -

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

4. LANDING GEAR - OVERLOAD

Occurrence #4 ON GROUND COLLISION WITH OBJECT
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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1009 5/06/85 WEST PALM BCH,FL A/C Reg. No. N57AE Time (Lcl) - 1814 EDT

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

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	-AIRSOUTH, INC.	SUBSTANTIAL		Fatal	0	Serious	0
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	Minor	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	1	None
Accident Occurred During	-LANDING						3

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

Make/Model	- BEECH E18S	Eng Make/Model	- P&W R-985-14B	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9700	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 8	Rated Power	- 450 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- TELEPHONE	SAME AS ACC/INC			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	FT. LAUDERDALE, FL		PALM BEACH INTL	
Wind Dir/Speed	- 080/010 KTS	ATC/Airspace		Runway Ident	- 13
Visibility	- 12.0 SM	Type of Flight Plan	- VFR	Runway Lth/Wid	- 6930/ 150
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- VFR	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	- PRECAUTIONARY LANDING	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 59	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current - YES	Total - 15647	Last 24 Hrs - 6
SE LAND, ME LAND	Months Since - 6	Make/Model - 2130	Last 30 Days - UNK/NR
	Aircraft Type - E18S	Instrument - 2106	Last 90 Days - 227
		Multi-Eng - 11027	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG TAKEOFF FROM RWY 13, THE L ENG LOST PWR AFTER THE ACFT HAD CLIMBED TO ABOUT 200' AGL & ACCELERATED TO APRX 125 KTS WITH THE GEAR & FLAPS RETRACTED. THE PLT ABORTED THE TAKEOFF & TURNED THE ACFT TO LAND ON RWY 9. HOWEVER, IT TOUCHED DWN IN THE GRASS AFTER PASSING THE INTX OF RWYS 9 & 13, HEADING APRX 110 DEG. AFTER LANDING, THE ACFT CONTINUED ACROSS A TAXIWAY. SHORTLY THEREAFTER, THE NOSE GEAR FAILED, THE ACFT NOSED DWN & BOTH PROPS STRUCK THE GND. THE R ENG MOUNTS FAILED, & RPRTDLY, THE ACFT LUNGED AS THE R ENG FOLDED UNDER THE WING. A PAX, WHOSE SEAT BELT WAS LOOSE, WAS THROWN FROM HER SEAT & WAS INJURED. WATER & PRODUCES OF CORROSION WERE FND IN THE L AUX FUEL TANK & IN THE LINES & STRAINER FOR THE L ENG. AN EXAM OF THE COMPANY CREW TRAINING RECORDS & ACFT MAINT RECORDS REVEALED NUMEROUS OMISSIONS, IMPROPER ENTRIES & FAILURE TO DOCUMENT PURPORTED MAINT. THESE ERRORS HAD OCCURRED PRIOR TO & CONTINUED AFTER THE FAA HAD APPROVED ISSUANCE OF AN AIR CARRIER OPERATIONS CERTIFICATE FOR THE COMPANY. THE PAX'S RPRTD THERE WAS NO PREFLT PAX BRIEFING BFR TAKEOFF.

Brief of Accident (Continued)

File No. - 1009

5/06/85

WEST PALM BCH,FL

A/C Reg. No. N57AE

Time (Lcl) - 1814 EDT

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - COMPANY/OPERATOR MGMT
2. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - COMPANY/OPERATOR MGMT
3. INADEQUATE SUBSTANTIATION PROCESS, INADEQUATE METHOD OF COMPLIANCE DTRMTN RCRDKPNG - COMPANY/OPERATOR MGMT
4. INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
5. MAINTENANCE, RECORDKEEPING - IMPROPER - COMPANY MAINTENANCE PSNL
6. PASSENGER BRIEFING - NOT PERFORMED - PILOT IN COMMAND
7. SEAT BELT - IMPROPER USE OF - PASSENGER
8. FLUID, FUEL - WATER
9. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

10. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
11. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
12. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
13. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
14. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING

Finding(s)

15. ENGINE ASSEMBLY, MOUNT - OVERLOAD

Occurrence #4 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

16. 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) 8,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,10,14

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1042 5/07/85 WINTER HAVEN, FL A/C Reg. No. N54550 Time (Lcl) - 1300 EDT

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

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

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

Make/Model - CESSNA 305A	Eng Make/Model - CONTINENTAL O-470	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 213 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	WINTER HAVEN
Wind Dir/Speed- 030/008 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 100
Lowest Sky/Clouds - 6000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 6000 FT BROKEN	Type Apch/Lndg - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2960
SE LAND, ME LAND	Months Since - 20	Make/Model- 36
	Aircraft Type - UNK/NR	Instrument- 290
		Multi-Eng - 1049
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A SCHEMPH-HIRTH VENTUS B, N40EE, WAS POSITIONED ON RWY 29 TO BE TOWED ON A COMPETITION GLIDER FLT. THE PLT REPORTED THAT BEFORE STARTING HIS TAKEOFF, THE TOW PLANE WAS POSITIONED TO THE LEFT OF THE GLIDER. THE WIND WAS FROM 030 DEG AT 8 KTS. AS THE TAKEOFF COMMENCED, THE GLIDER WAS PULLED TO THE LEFT. THE GLIDER'S LEFT WING STRUCK THE RWY, FOLLOWED BY THE RIGHT WING, THEN THE GLIDER SWERVED TO THE RIGHT. THE GLIDER PLT RELEASED THE TOW LINE, BUT THE GLIDER CONTINUED OFF THE RIGHT SIDE OF THE RWY, SUBSEQUENTLY, IT COLLIDED WITH A CESSNA 305A, N54550, THAT WAS RETURNING FROM ITS 4TH TOW MISSION & WAS TAXIING ABOUT 75 FT TO THE RIGHT OF THE RWY.

Brief of Accident (Continued)

File No. - 1042

5/07/85

WINTER HAVEN, FL

A/C Reg. No. N54550

Time (Lc1) - 1300 EDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT OF OTHER AIRCRAFT
 2. WEATHER CONDITION - CROSSWIND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT OF OTHER AIRCRAFT
 5. ABORTED TAKEOFF - PERFORMED - PILOT OF OTHER AIRCRAFT
 6. OBJECT - AIRCRAFT MOVING ON GROUND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1042 5/07/85 WINTER HAVEN, FL A/C Reg. No. N4OEE Time (Lcl) - 1300 EDT

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

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

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

Make/Model - SCHEMPP-HIRTH VENTUS-B	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - N/A	Stall Warning System - UNK/NR
Max Gross Wt - 700	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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	WINTER HAVEN
Wind Dir/Speed- 030/008 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 100
Lowest Sky/Clouds - 6000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 6000 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 - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - UNK/NR	Total - 13564
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 229
HELICOPTER ,GLIDER	Aircraft Type - UNK/NR	Instrument- 2374
		Multi-Eng - 12357
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 85
		Rotorcraft - 673

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A SCHEMPP-HIRTH VENTUS B, N4OEE, WAS POSITIONED ON RWY 29 TO BE TOWED ON A COMPETITION GLIDER FLT. THE PLT REPORTED THAT BEFORE STARTING HIS TAKEOFF, THE TOW PLANE WAS POSITIONED TO THE LEFT OF THE GLIDER. THE WIND WAS FROM 030 DEG AT 8 KTS. AS THE TAKEOFF COMMENCED, THE GLIDER WAS PULLED TO THE LEFT. THE GLIDER'S LEFT WING STRUCK THE RWY, FOLLOWED BY THE RIGHT WING, THEN THE GLIDER SWERVED TO THE RIGHT. THE GLIDER PLT RELEASED THE TOW LINE, BUT THE GLIDER CONTINUED OFF THE RIGHT SIDE OF THE RWY. SUBSEQUENTLY, IT COLLIDED WITH A CESSNA 305A, N54550, THAT WAS RETURNING FROM ITS 4TH TOW MISSION & WAS TAXIING ABOUT 75 FT TO THE RIGHT OF THE RWY.

Brief of Accident (Continued)

File No. - 1042

5/07/85

WINTER HAVEN, FL

A/C Reg. No. N40EE

Time (Lc1) - 1300 EDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

2. WEATHER CONDITION - CROSSWIND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

5. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
6. OBJECT - AIRCRAFT MOVING ON GROUND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1046 5/11/85 STUART, FL A/C Reg. No. N41699 Time (Lcl) - 1314 EDT

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

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

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

Make/Model - BELLANCA 7GCBC	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point FT. PIERCE, FL	
Method - N/A	Destination SAME AS ACC/INC	Airport Data STUART
Completeness - N/A		Runway Ident - N/A
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - N/A
Wind Dir/Speed- VARIABLE	Type of Flight Plan - NONE	Runway Surface - N/A
Visibility - 7.0 SM	Type of Clearance - NONE	Runway Status - N/A
Lowest Sky/Clouds - 1100 FT SCATTERED	Type Apch/Lndg - NONE	
Lowest Ceiling - 10000 FT BROKEN		
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)
ATP, CFI	Current - YES	Total - 4062
SE LAND, ME LAND, SE SEA	Months Since - 5	Make/Model - 474
	Aircraft Type - UNK/NR	Instrument - 154
		Multi-Eng - 1270
		Last 24 Hrs - 3
		Last 30 Days - UNK/NR
		Last 90 Days - 260

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT AFTER RELEASING HIS BANNER, HE MADE A STEEP RIGHT BANK & THE ACFT STALLED & COLLIDED WITH THE GROUND. HE REPORTED THAT THE WINDS WERE VARIABLE. APRX 30 SOUTH, THE 1335 WIND WAS FROM 040 DEG AT 12 KTS.

Brief of Accident (Continued)

File No. - 1046

5/11/85

STUART, FL

A/C Reg. No. N41699

Time (Lc1) - 1314 EDT

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

Finding(s)

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

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1047 5/12/85 FORT PIERCE, FL A/C Reg. No. N7315D Time (Lc1) - 1550 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - PIPER PA-22-150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2000
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 090/010 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 2000 FT SCATTERED

Lowest Ceiling - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WEST PALM BEACH, FL

Destination
VERO BEACH, FL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

UNKNOWN

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

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

Age - 45
Biennial Flight Review
Current - NO
Months Since - 0
Aircraft Type - UNK/NR

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

Total	- 1402	Last 24 Hrs -	3
Make/Model-	73	Last 30 Days-	UNK/NR
Instrument-	107	Last 90 Days-	6

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PRIOR TO A FLT FROM THE BAHAMAS TO WEST PALM BEACH, FL, THE PLT NOTED A PROBLEM WITH THE QUICK-DRAIN FOR THE LEFT FUEL TANK. AFTER LANDING IN WEST PALM BEACH, FUEL WAS ONLY ADDED TO THE RIGHT TANK SINCE THE PLT ANTICIPATED REPLACING THE LEFT QUICK-DRAIN. ON THE NEXT FLT TO VERO BEACH, FL, HE WAS USING FUEL FROM THE LEFT TANK, WHEN THE ENG "HESITATED." AT THAT TIME, THE LEFT FUEL GAGE WAS INDICATING UNDER 1/4 FULL. THE PLT CHECKED THE MAGS & "FOUND THE LEFT MAG WAS ROUGH." WHILE COMPARING THE MAGS & CALLING VERO BEACH TOWER, THE ENG POWER "FELL TO IDLE" WHEN THE ACFT WAS AT AN ALT OF ABOUT 1000 FT. THINKING HE HAD A MAG PROBLEM, THE PLT CONTINUED SWITCHING MAGS & DELAYED SWITCHING THE FUEL SELECTOR. SUBSEQUENTLY, HE MADE A FORCED LANDING ON A SANDY AREA WHERE THE RIGHT GEAR FOLDED & THE RIGHT ELEVATOR WAS DAMAGE. ONLY A FEW OUNCES OF FUEL WAS FOUND IN THE LEFT TANK. A CONSIDERABLE AMOUNT OF FUEL WAS STILL REMAINING IN THE RIGHT FUEL TANK. ALSO, WATER & DIRT WERE FOUND IN THE RIGHT TANK & ABOUT 1 OUNCE OF WATER WAS IN THE FUEL LINES.

Brief of Accident (Continued)

File No. - 1047

5/12/85

FORT PIERCE, FL

A/C Reg. No. N7315D

Time (Lc1) - 1550 EDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
4. FLUID, FUEL - STARVATION
5. FUEL TANK SELECTOR POSITION - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
8. TERRAIN CONDITION - SOFT
9. LANDING GEAR, MAIN GEAR - OVERLOAD

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1148 5/15/85 LAKELAND, FL A/C Reg. No. N8083Q Time (Lcl) - 1835 EDT

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

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

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

Make/Model - CESSNA 421B	Eng Make/Model - CONTINENTAL GTS10-520-H	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 375 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 GREENVILLE, SC	Airport Data LAKELAND MUNI
Completeness - N/A		Runway Ident - 23
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 5000/ 150
Wind Dir/Speed- 270/011 KTS	Type of Flight Plan - VFR/IFR	Runway Surface - ASPHALT
Visibility - 12.0 SM	Type of Clearance - IFR	Runway Status - DRY
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - PRECAUTIONARY LANDING	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----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	Current - YES	Total - 3203
SE LAND, ME LAND	Months Since - 1	Make/Model- 340
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 52
		Multi-Eng - 350
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 230
		Rotorcraft - 2072

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

DURING TAKEOFF AT LAKELAND, FL, THE LEFT MAIN WHEEL ASSEMBLY SEPARATED FROM THE ACFT & STRUCK THE LEADING EDGE OF THE HORIZONTAL STABILIZER, CAUSING SUBSTANTIAL DAMAGE. THE PLT DID NOT KNOW THE WHEEL HAD COME OFF UNTIL HE WAS NOTIFIED BY ATC. HE THEN DIVERTED TO TAMPA & MADE 2 LOW PASSES TO COMFIRM THE PROBLEM. HE ELECTED TO LAND GEAR UP ON RWY 27 AT TAMPA. AN EXAM REVEALED THAT THE OUTER WHEEL BEARING HAD FAILED WHICH ALLOWED THE LEFT MAIN WHEEL TO SEPARATE FROM THE AXLE.

Brief of Accident (Continued)

File No. - 1148

5/15/85

LAKELAND, FL

A/C Reg. No. N8083Q

Time (Lcl) - 1835 EDT

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

Finding(s)

1. LANDING GEAR, WHEEL - FAILURE, PARTIAL
2. LANDING GEAR, WHEEL - SEPARATION
3. HORIZONTAL STABILIZER SURFACE - OVERLOAD

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

Finding(s)

4. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
5. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1107

5/15/85

ASTATULA, FL

A/C Reg. No. N71909

Time (Lc1) - 1715 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

Fire
NONE

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

Make/Model - SILVAIR LUSCOMBE 8A

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1200

No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-8

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 65 HP

ELT Installed/Activated - YES/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- 040/009 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ZELLWOOD, FL

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 45

Biennial Flight Review

Current - NO

Months Since - 29

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 500

Make/Model- 152

Instrument- 17

Multi-Eng - 65

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 63

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT (PIC) & HIS PLT RATED FRIEND WERE PRACTICING WHAT THE PIC DESCRIBED AS SIMULATED CROP DUSTING. AFTER COMPLETING A LOW PASS OVER A FIELD, THE PIC MADE A STEEP PULL UP TO TURN AROUND. HE REPORTED THAT THE ACFT THEN STALLED & CRASHED. A WITNESS STATED THAT THE ACFT WAS NEAR VERTICAL DURING THE PULL UP & APPEARED TO NEARLY COME TO A COMPLETE STOP BEFORE PLUNGING TO THE GROUND. REPORTEDLY, THE ACFT & ENG WERE PERFORMING NORMALLY PRIOR TO THE CRASH.

Brief of Accident (Continued)

File No. - 1107

5/15/85

ASTATULA,FL

A/C Reg. No. N71909

Time (Lc1) - 1715 EDT

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

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. PULL-UP - EXCESSIVE - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

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

----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. - 1176 5/17/85 HIGH SPRINGS, FL A/C Reg. No. N9541L Time (Lcl) - 1100 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 -LANDING			0	0	0	3

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

Make/Model - GRUMMAN AMERICAN AA-5	Eng Make/Model - LYCOMING O-320-E2G	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2200	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	HIGH SPRINGS
Wind Dir/Speed- 290/013 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600-N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
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 - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 16941
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 208
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 71
		Multi-Eng - 13853
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE MADE A NORMAL TAKEOFF WITH 2200 RPM, BUT SHORTLY AFTER ROTATION, THE RPM STARTED TO DECREASE & THE ACFT LOST ALTITUDE & LANDED IN THE TOP OF A LARGE OAK TREE. AN INVESTIGATION REVEALED THAT THE CARBURETOR INLET FINGER SCREEN HAD A 75% BLOCKAGE OF UNCURED FUEL TANK SEALANT RESULTING IN A RESTRICTED FUEL FLOW & SUBSEQUENT LOSS OF POWER.

Brief of Accident (Continued)

File No. - 1176

5/17/85

HIGH SPRINGS, FL

A/C Reg. No. N9541L

Time (Lc1) - 1100 EDT

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

Finding(s)

1. FUEL SYSTEM, SCREEN - BLOCKED(PARTIAL)
2. MAINTENANCE - IMPROPER -
3. FLUID, FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - 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. - 1173 5/17/85 ORLANDO, FL A/C Reg. No. N210JA Time (Lcl) - 1330 EDT

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

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

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

Make/Model - GRUMMAN 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 - UNK/NR
Max Gross Wt - 2000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SARASOTA, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ORLANDO WEST
Wind Dir/Speed- 260/017 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2430/ 150
Lowest Sky/Clouds - 4000 FT	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 4000 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-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 112
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- 35

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT AFTER HE ARRIVED & WAS ON AN APCH TO LAND, HE NOTED "TAPE" ACROSS THE RWY. HE REMAINED AIRBORNE UNTIL THE ACFT PASSED OVER "THE TAPED OFF AREA." HE THEN LANDED THE ACFT ON THE RWY WHICH WAS ROUGH & BUMPY. THE PLT STATED THAT THE ACFT WAS STILL MOVING FAST WHEN IT WAS HALF WAY DOWN THE RWY, SO HE ELECTED TO GO AROUND. AS HE TOOK OFF, THE ACFT CLEARED THE END OF THE RWY, BUT REPORTEDLY, IT "GOT HIT BY A STRONG GUST FROM THE SIDE" & SUBSEQUENTLY COLLIDED WITH A TREE & CRASHED. ABOUT 10 MI WEST, THE 1250 EDT ORLANDO WIND WAS FROM 260 DEG AT 17 GUSTING 26 KTS.

Brief of Accident (Continued)

File No. - 1173

5/17/85

ORLANDO,FL

A/C Reg. No. N210JA

Time (Lc1) - 1330 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - DISPLACED THRESHOLD
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
4. WEATHER CONDITION - HIGH WIND
5. WEATHER CONDITION - CROSSWIND
6. WEATHER CONDITION - GUSTS
7. GO-AROUND - DELAYED - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
10. OBJECT - TREE(S)

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

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

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1172 5/26/85 ST.PETERSBURG,FL A/C Reg. No. N1211A Time (Lcl) - 1226 EDT

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

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

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ALBERT WHITTED
Wind Dir/Speed- 040/006 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2800/ 150
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2013
SE LAND, ME LAND	Months Since - 12	Make/Model- 762
	Aircraft Type - UNK/NR	Instrument- 2
		Multi-Eng - 40
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 62

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ASSIGNED AN AIRCRAFT WITH A RECENTLY OVERHAULED ENGINE TO TOW A BANNER. HE PREFLIGHTED, STARTED AND RAN-UP THE ENGINE 3 TIMES. EACH TIME THE ENGINE RAN ROUGH AND LOST RPM ON MAGNETO CHECKS. AFTER EACH OCCURRENCE, COMPANY MAINTENANCE PERSONNEL CLEANED THE SPARKPLUGS AND RELEASED THE ACFT FOR FLIGHT. THE PILOT TEST FLEW THE ACFT AND STATED THAT IT PERFORMED NORMALLY. HE THEN LOWERED THE BANNER HOOK, DOVE DOWN TO ENGAGED THE BANNER AND STARTED TO CLIMB. THE ENGINE BEGAN TO RUN ROUGH AND LOST POWER. THE PILOT ATTEMPTED TO JETTISON THE BANNER TWICE & COULD NOT. HE THEN ATTEMPTED TO LAND ON AN INTERSECTING RUNWAY AND CRASHED. AN EXAM OF THE ENG REVEALED THAT THE SPARK PLUGS WERE OIL FOULED/WET. THE CYLINDERS OF THE ENG HAD JUST BEEN INSTALLED & THERE WAS NO RECORD OF AN ENG RUN-IN.

Brief of Accident (Continued)

File No. - 1172

5/26/85

ST.PETERSBURG,FL

A/C Reg. No. N1211A

Time (Lc1) - 1226 EDT

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

Finding(s)

1. ENGINE ASSEMBLY,RING - OTHER
2. MAINTENANCE,MAJOR REPAIR - IMPROPER - COMPANY MAINTENANCE PSNL
3. FLUID,OIL - LEAK
4. IGNITION SYSTEM,SPARK PLUG - CONTAMINATION

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT

Finding(s)

5. PICK-UP EQUIPMENT - OTHER
6. LOAD JETTISON - NOT POSSIBLE -

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. TERRAIN CONDITION - RUNWAY

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1175 5/28/85 DAYTONA BEACH, FL A/C Reg. No. N53633 Time (Lcl) - 1730 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
1
0

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

Make/Model - CESSNA 337G
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4630
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-360-G
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 210 HP

ELT Installed/Activated - YES/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- 120/011 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 3000 FT
Lowest Ceiling - 3000 FT 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 - TRAFFIC PATTERN
TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

SPRUCE CREEK
Runway Ident - 05
Runway Lth/Wid - 3300/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 52
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 5062
Make/Model- 50
Instrument- 9
Multi-Eng - 339
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 54
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHILE PRACTICING AN ACTUAL SINGLE ENG LANDING, HE FORGOT TO LOWER THE LANDING GEAR. HE HEARD THE GEAR WARNING HORN BUT SAID THAT HE THOUGHT IT WAS HIS RADAR ALIMETER SOUNDING. HE ADMITTED THAT ACTUAL SINGLE ENG LANDINGS SHOULD NOT BE PERFORMED AT LOW ALTITUDE OR IN THE ARPT TRAFFIC PATTERN, BUT SHOULD BE SIMULATED BY THROTTLING AN ENG BACK.

Brief of Accident (Continued)

File No. - 1175

5/28/85

DAYTONA BEACH, FL

A/C Reg. No. N53633

Time (Lc1) - 1730 EDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. PROPELLER FEATHERING - INTENTIONAL - PILOT IN COMMAND
 3. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1119 5/04/85 BAINBRIDGE,GA A/C Reg. No. N6850U Time (Lcl) - 1145 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Serious
0
0

Minor
0
0

None
1
3

-----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 - 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- 080/018 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SPARTANBURG,SC

Destination

ANNISTON,AL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER ,GLIDER

Age - 40

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - M20C

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2070

Make/Model- 161

Instrument- 70

Multi-Eng - 11

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 102

Rotorcraft - 1074

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EN ROUTE, THE PLT NOTED A SEVERE ENG VIBRATION. HE SHUT DOWN THE ENG & MADE AN EMERGENCY LANDING. DURING THE ROLL-OUT, THE ACFT HIT A DITCH & WAS DAMAGED. AN INVESTIGATION REVEALED THAT ONE PROP BLADE HAD FAILED FROM FATIGUE & THE END OF THE BLADE HAD SEPARATED. THE FATIGUE HAD ORIGINATED ON THE SIDE OF THE BLADE. THERE WERE INDICATIONS OF CORROSION WHERE THE CRACK BEGAN, APRX 17" FROM THE BASE OF THE BLADE.

Brief of Accident (Continued)

File No. - 1119

5/04/85

BAINBRIDGE,GA

A/C Reg. No. N6850U

Time (Lc1) - 1145 EDT

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - CORRODED
2. PROPELLER SYSTEM/ACCESSORIES, BLADE - FATIGUE
3. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION
4. ENGINE ASSEMBLY - VIBRATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - DITCH

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1040 5/15/85 JEKYLL ISLAND,GA A/C Reg. No. N6418Q Time (Lcl) - 2000 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Injuries	Serious	Minor	None
Flight Conducted Under -CFR 141	NONE	Pass	0	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0	0

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	JEKYLL ISLAND,GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	JEKYLL ISLAND
Wind Dir/Speed- 100/007 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3700/ 75
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 19
	Months Since - N/A	Last 24 Hrs - 4
	Aircraft Type - N/A	Make/Model- 19
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON HER 1ST SUPERVISED SOLO. DURING A TOUCH-&-GO LANDING, THE ACFT VEERED OFF THE LEFT SIDE OF THE RWY & SUBSEQUENTLY HIT A CULVERT. THE STUDENT SAID THAT AFTER SHE LANDED, SHE APPLIED TOO MUCH LEFT RUDDER.

Brief of Accident (Continued)

File No. - 1040

5/15/85

JEKYLL ISLAND,GA

A/C Reg. No. N6418Q

Time (Lc1) - 2000 EDT

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

Finding(s)

1. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND
 2. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - UNCONTROLLED -
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1050 5/20/85 DULUTH,GA A/C Reg. No. N403DC Time (Lcl) - 1930 EDT

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

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

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

Make/Model	- BELL 206L	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- YES/YES
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4000	Engine Type	- TURBOSHAFT		
No. of Seats	- 4	Rated Power	- 420 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	CHAMBLEE,GA		Runway Ident	- N/A
Wind Dir/Speed	- 200/007 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 11.0 SM	Type of Flight Plan	- NONE	Runway Surface	- N/A
Lowest Sky/Clouds	- 6000 FT SCATTERED	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- 15000 FT BROKEN	Type Apch/Lndg	- NONE		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 35	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE,COMMERCIAL	Current - YES	Total - UNK/NR	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 4	Make/Model- UNK/NR	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - AS 350	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER LOADING A SERIOUSLY BURNED PATIENT IN THE HELICOPTER, THE PLT STARTED THE ENG & LIFTED OFF FROM THE HOSPITAL PARKING LOT. IMMEDIATELY AFTER LIFT-OFF, HE STARTED FORWARD TRANSLATIONAL FLT. ABOUT 65 FT FROM THE LIFT-OFF POINT, AN ADVANCING MAIN ROTOR BLADE STRUCK AN UNMARKED LAMP POST. THE HELICOPTER THEN CRASHED IN THE PARKING LOT, JUST BEYOND THE LAMP POST. THE PLT & ONE MEDICAL ATTENDANT WERE FATALLY INJURED, THE OTHER MEDICAL ATTENDANT WAS SERIOUSLY INJURED. REPORTEDLY, THE PATIENT DID NOT SUSTAIN ANY ADDITIONAL DISCERNIBLE INJURY FROM THE CRASH.

Brief of Accident (Continued)

File No. - 1050

5/20/85

DULUTH, GA

A/C Reg. No. N403DC

Time (Lcl) - 1930 EDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. OBJECT - UTILITY POLE
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL DETECTION - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1126 5/21/85 MONTICELLO,GA A/C Reg. No. N6201E Time (Lcl) - 0600 EDT

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

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

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

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 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	COVINGTON,GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	DAYTONA BEACH,FL	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 800 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 590
SE LAND	Months Since - 5	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 160
		Last 30 Days- UNK/NR
		Instrument- 50
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

ABOUT 20 MIN AFTER TAKEOFF, WHILE CRUISING AT 5000 FT, THE PLT OBSERVED OIL ON THE WINDSHIELD & NOTED A DECREASE IN OIL PRESSURE. HE TURNED BACK TOWARD THE DEPARTURE ARPT & REDUCED THE POWER IN AN ATTEMPT TO PROLONG ENG LIFE. A SHORT TIME LATER, THE ENG BEGAN RUNNING ROUGH, THEN FAILED. THE ACFT WAS OVER AN AREA OF GND FOG & THE PLT COULD NOT SEE THE GND. HE BEGAN GLIDING AT A MIN RATE OF DESCENT & TRIMMED THE ACFT. BEFORE ENTERING THE FOG, THE OCCUPANTS FASTENED THEIR SEAT BELTS & BRACED THEMSELVES FOR IMPACT. SHORTLY AFTER THE ACFT ENTERED THE FOG, IT HIT 6 TREES, THEN CRASHED IN A CLEARING. DURING A POST-CRASH EXAM, THE OIL DIP STICK WAS FOUND BEHIND THE ENG & THERE WAS INDICATIONS THAT OIL HAD ESCAPED FROM THE TOP OF THE ENG. THE #1 CONNECTING ROD HAD FAILED & PUNCTURED THE ENG CASE. A TEARDOWN OF THE ENG REVEALED EVIDENCE THAT THE ENG HAD BEEN OPERATING WITHOUT OIL PRIOR TO THE ROD FAILURE.

Brief of Accident (Continued)

File No. - 1126

5/21/85

MONTICELLO,GA

A/C Reg. No. N6201E

Time (Lcl) - 0600 EDT

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

Finding(s)

1. LUBRICATING SYSTEM - OTHER
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. LUBRICATING SYSTEM - LEAK
4. FLUID,OIL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. LIGHT CONDITION - DUSK
6. WEATHER CONDITION - FOG
7. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1137	2/05/85	HILO, HI	A/C Reg. No. N369LA	Time (Lc1) - 1550 HST						
-----Basic Information-----										
Type Operating Certificate-ON-DEMAND AIR TAXI			Aircraft Damage	Injuries						
			SUBSTANTIAL		Fatal	Serious	Minor	None		
Type of Operation	-POSITIONING		Fire	Crew	1	0	0	0		
Flight Conducted Under	-14 CFR 91		NONE	Pass	0	0	0	0		
Accident Occurred During	-LANDING									
-----Aircraft Information-----										
Make/Model	- HUGHES 369D	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated - YES/NO						
Landing Gear	- HIGH SKID	Number Engines	- 1	Stall Warning System - NO						
Max Gross Wt	- 3000	Engine Type	- TURBOSHAFT							
No. of Seats	- 2	Rated Power	- 375 HP							
-----Environment/Operations Information-----										
Weather Data		Itinerary	Airport Proximity							
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point	OFF AIRPORT/STRIP							
Method - N/A		KAHULUI, HI								
Completeness - N/A		Destination	Airport Data							
Basic Weather - VMC		VOLCANO NATL PK, HI								
Wind Dir/Speed	- 120/009 KTS	ATC/Airspace	Runway Ident - N/A							
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid - N/A						
Lowest Sky/Clouds	- 2300 FT SCATTERED	Type of Clearance	- NONE	Runway Surface - N/A						
Lowest Ceiling	- 24000 FT BROKEN	Type Apch/Lndg	- FORCED LANDING	Runway Status - N/A						
Obstructions to Vision	- NONE									
Precipitation	- NONE									
Condition of Light	- DAYLIGHT									
-----Personnel Information-----										
Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT								
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)								
PRIVATE, COMMERCIAL	Current - YES	Total	- 7500	Last 24 Hrs - 1						
SE LAND, ME LAND	Months Since - 3	Make/Model	- 500	Last 30 Days - 30						
HELICOPTER, GLIDER	Aircraft Type - 369D	Instrument	- 5	Last 90 Days - 75						
		Multi-Eng	- 1000	Rotorcraft - 5980						
Instrument Rating(s) - NONE										
-----Narrative-----										
A SEARCH WAS INITIATED WHEN THE HELICOPTER DID NOT ARRIVE. IT WAS FND 2 DAYS LATER WHERE IT CRASHED DRG AN AUTOROTATION IN A RAIN FOREST. DRG THE FLARE/TOUCHDOWN, VEGETATION HAD CAUGHT ON A TUNDRA PAD ON THE L SKID & THE ACFT ROLLED OVER. AN EXAM REVEALED THE LWR BENDIX COUPLING ON THE ENG-TO-TRANSMISSION DRIVE SHAFT, PN 369A4410, & THE UPPER R ENG MOUNT, PN 369H8017, HAD FAILED. UNAPPROVED MOD/REPAIRS HAD BEEN MADE TO BOTH THE DRIVE SHAFT & OVERLYING COVER PANEL. A STEEL REINFORCING ROD HAD BEEN INSTALLED INSIDE THE COVER PANEL. DUE TO PRESSURE OF CARGO (LARGE WTR BUCKET), THE STEEL ROD HAD BEEN FORCED ONTO THE DRIVE SHAFT. THERE WAS EVIDENCE OF ANGULAR MISALIGNMENT & LATER FAILURE OF THE DRIVE SHAFT. A METALLURGICAL EXAM OF THE ENG MOUNT REVEALED LOW CYCLIC FATIGUE IN THE THREADED ROD AREA OF THE ADJUSTING SCREW. THE FRACTURE AREA OF THE DRIVE SHAFT WAS TOO BADLY DAMAGED TO DETERMINE THE MODE OF FAILURE. ACFT PREV OPERD IN CANADA, REG C-GVTJ. ANNUAL INSPN & U.S. AIRWORTHINESS CERTIFICATE ISSUED DESPITE UNAPPROVED MOD. DATE OF MOD UNKNOWN.										

Brief of Accident (Continued)

File No. - 1137

2/05/85

HILO, HI

A/C Reg. No. N369LA

Time (Lc1) - 1550 HST

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

Finding(s)

1. MAINTENANCE, MODIFICATION - IMPROPER - OTHER MAINTENANCE PSNL
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE -
3. FUSELAGE, FAIRING - DISTORTED
4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
5. ROTOR DRIVE SYSTEM, ENGINE TO TRANSMISSION DRIVE - WORN
6. ROTOR DRIVE SYSTEM, ENGINE TO TRANSMISSION DRIVE - FAILURE, TOTAL
7. ENGINE ASSEMBLY, MOUNT - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

8. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

Finding(s)

9. TERRAIN CONDITION - NONE SUITABLE
10. OBJECT - TREE(S)

Occurrence #4 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

11. TERRAIN CONDITION - HIGH VEGETATION
12. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 2,9,10,11,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1033 7/01/85 CEDAR RAPIDS, IA A/C Reg. No. N95162 Time (Lcl) - 1130 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

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

Make/Model - TAYLORCRAFT BC12-D
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 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- 060/005 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - 12000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

IOWA CITY, IA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

CEDAR RAPIDS MUNI

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 - 58

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - PA-12

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 323 Last 24 Hrs - 1

Make/Model- 311 Last 30 Days- UNK/NR

Instrument- 2 Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TAXIING TO TAKEOFF, THE PLT WAS PROCEEDING BETWEEN 2 ROWS OF HANGARS. HE STATED THAT HE WAS HAVING A PROBLEM WITH THE ACFT TRANSCIVER & WAS ADJUSTING IT FOR TAXI INSTRUCTIONS. AT ABOUT THAT TIME, THE RIGHT WING TIP OF THE ACFT STRUCK THE TAIL ROTOR OF A SMALL HELICOPTER.

Brief of Accident (Continued)

File No. - 1033

7/01/85

CEDAR RAPIDS, IA

A/C Reg. No. N95162

Time (Lc1) - 1130 CDT

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

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
3. OBJECT - AIRCRAFT PARKED
4. 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) 1,2,4

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

Brief of Accident

Time (Lc1) - 1500 CDT

None
1
0

Eng Make/Model - BRISTOL SIDDE GIPSY MAJOR ELT Installed/Activated - YES/NO
Number Engines - 1 Stall Warning System - NO
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

Runway Ident	-	19
Runway Lth/Wid	-	3747/ 160
Runway Surface	-	GRASS/TURF
Runway Status	-	DRY

Total	-	4121
Make/Model	-	1
Instrument	-	461
Multi-Eng	-	297

Last 24 Hrs -	2
Last 30 Days -	UNK/NR
Last 90 Days -	14
Rotorcraft -	1

Instrument Rating(s) - AIRPLANE

THE OWNER HAD GIVEN THE PLT PERMISSION TO FLY THE ACFT & THE PLT ELECTED TO TAKE A PASSENGER IN THE FRONT SEAT. AFTER THE ACCIDENT, THE PLT STATED THAT HE WAS MAKING A HI SPEED TAXI RUN ON THE GRASS ON THE RIGHT SIDE OF THE RWY. HE REPORTED THAT THE LOWER RIGHT WING IMPACTED A RWY MARKER, THE ACFT VEERED TO THE RIGHT; THEN THE LEFT GEAR FAILED & THE TAIL ROSE HIGH ENOUGH FOR THE PROP TO HIT THE GROUND & BREAK. HOWEVER, THE PASSENGER SAID THAT THE ACFT WAS AIRBORNE WHEN SHE LOOKED IN THE MIRROR & SAW THE PLT GRAB FOR HIS HAT. THE NEXT THING SHE RECALLED WAS THAT THE ACFT HIT SOMETHING, THEN VEERED & CAME NOSE DOWN ON THE GRASS TERRAIN. REPORTEDLY, THE RWY MARKER WAS ONE THAT WAS REMAINING FROM A PERIOD WHEN THE RWY WAS A BROAD GRASS STRIP.

Brief of Accident (Continued)

File No. - 1006

7/14/85

AMES, IA

A/C Reg. No. N657DH

Time (Lc1) - 1500 CDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1005 7/20/85 FOREST CITY,IA A/C Reg. No. N5699B Time (Lcl) - 1402 CDT

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

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

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

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	FOREST CITY MUNI
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 15
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5800/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 352
SE LAND,ME LAND	Months Since - 0	Make/Model- 230
	Aircraft Type - PA-34	Instrument- 54
		Multi-Eng - 12
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 104

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER THE ACFT TOOK OFF WITH 4 SKYDIVERS ON BOARD, ITS ENG SEIZED AT AN ALT OF ABOUT 300 TO 400 FT. THE PLT SELECTED THE BEST AVAILABLE AREA TO LAND WHICH WAS A FIELD OF TALL CORN ON ROLLING TERRAIN. DURING THE EMERG LANDING, THE ACFT NOSED OVER. LATER, THE ENG WAS DISASSEMBLED & APRX 1 QT OF FINELY GROUND FERROUS MATERIAL WAS FOUND DEPOSITED IN THE LOWER OIL PAN. THE MAIN BEARINGS WERE FOUND SCORED & DISCOLORED, & THE MAIN BEARING SHELLS SHOWED EVIDENCE OF OVERHEATING. THE CONNECTING RODS WERE ALSO DISCOLORED FROM HEAT. THE SCREEN CHAMBER OF THE OIL PUMP WAS FOUND FULL OF FERROUS METAL WHICH SHUT OFF THE OIL SUPPLY TO THE OIL PUMP GEARS. THE FAA MAINT INSPECTOR WHO EXAMINED THE ENG STATED THAT THE FERROUS MATERIAL FOUND IN THE ENG & BOTTOM PAN WAS NOT FROM THE ENG. THE SOURCE OF THE MATERIAL WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 1005

7/20/85

FOREST CITY,IA

A/C Reg. No. N5699B

Time (Lc1) - 1402 CDT

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

Finding(s)

1. FLUID,OIL - CONTAMINATION
 2. LUBRICATING SYSTEM - BLOCKED(TOTAL)
 3. FLUID,OIL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - CROP
-

Occurrence #4 NOSE OVER
Phase of Operation LANDING

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1057

7/27/85

LEON,IA

A/C Reg. No. N8089C

Time (Lcl) - 1115 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - PIPER PA-28-181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-AM4
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/004 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
CHARITON,IA
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

MARSHALL WARREN PRIVATE
Runway Ident - 18
Runway Lth/Wid - 2600
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 49
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 73
Make/Model- 8
Instrument- 1
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT WHEN HE WAS ON FINAL APCH TO LAND, THE ACFT ENCOUNTERED A DOWNDRAFT & ITS RATE OF DESCENT INCREASED. HE APPLIED POWER TO CORRECT THE SITUATION, BUT THE LEFT MAIN GEAR HIT A FENCE POST APRX 10 FT SHORT OF THE RWY & FAILED. SUBSEQUENTLY, WHEN THE ACFT WAS LANDED, IT SETTLED ON ITS LEFT WING & WAS FURTHER DAMAGED.

Brief of Accident (Continued)

File No. - 1057

7/27/85

LEON,IA

A/C Reg. No. N8089C

Time (Lc1) - 1115 CDT

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
 2. DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
-

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

Finding(s)

4. OBJECT - FENCE
-

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING

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) 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. - 1059 7/29/85 AMES,IA

A/C Reg. No. N3161C

Time (Lc1) - 1030 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 0
0 0

None
1
3

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 220/015 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
NAPERVILLE,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 AIRPORT

Airport Data

AMES MUNI
Runway Ident - 13
Runway Lth/Wid - 3500/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 50
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - 727

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

Total - 12256 Last 24 Hrs - 2
Make/Model- 104 Last 30 Days- UNK/NR
Instrument- 1942 Last 90 Days- 165
Multi-Eng - 10181

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE DESIRED RWY (19) WAS CLOSED AT THE DESTINATION, SO THE PLT LANDED ON RWY 13 WITH A 15 KT X-WIND. THE X-WIND WAS WITHIN THE CAPABILITY OF THE ACFT & THE PLT. AFTER TOUCHDOWN, THE PLT USED FULL RUDDER & BRAKE TO MAINTAIN DIRECTIONAL CONTROL. HOWEVER, HE REPORTED THAT THE ACFT ENCOUNTERED A GUST & SUBSEQUENTLY SWERVED TO THE RIGHT. AFTER DEPARTING THE RWY, THE LEFT WING & HORIZONTAL STABILIZER CONTACTED THE GROUND & WERE DAMAGED. AN EXAM REVEALED THE TAILWHEEL LATCH SPRING, SCOTT PN 3222, HAD FAILED. WITH THIS PROBLEM, THE TAILWHEEL WOULD STEER THE ACFT TO THE RIGHT, BUT THERE WAS NO STEERING CAPABILITY TO THE LEFT.

Brief of Accident (Continued)

File No. - 1059

7/29/85

AMES,IA

A/C Reg. No. N3161C

Time (Lc1) - 1030 CDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. LANDING GEAR, TAILWHEEL ASSEMBLY - FAILURE, PARTIAL
 3. WEATHER CONDITION - GUSTS
 4. DIRECTIONAL CONTROL - NOT POSSIBLE -
 5. GROUND LOOP/SWERVE - UNCONTROLLED -
-

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
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. - 1100 6/09/85 KENDRICK, ID A/C Reg. No. N7997 Time (Lcl) - 0830 MDT

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

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

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

Make/Model - GRUMMAN G-164A	Eng Make/Model - P&W R-1340-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 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- VARIABLE/002 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">LELAND, ID</p> <p>Destination</p> <p style="padding-left: 20px;">KENDRICK, ID</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 style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 34</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 3300</p> <p>Make/Model- 850</p> <p>Instrument- 20</p> <p>Last 24 Hrs - 8</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 105</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD FINISHED SPRAYING A FIELD & WAS RETURNING TO THE AG STRIP WHEN THE ENG FAILED. HE MADE AN EMERG LANDING IN A BARLEY FIELD WHICH WAS MUDDY & SOFT. DURING THE LANDING ROLL, THE WHEELS SANK IN THE TERRAIN & THE ACFT NOSED OVER. AN EXAM REVEALED THAT THE BLOWER BEARINGS HAD FAILED & THE BLOWER HAD SEIZED.

Brief of Accident (Continued)

File No. - 1100

6/09/85

KENDRICK, ID

A/C Reg. No. N7997

Time (Lc1) - 0830 MDT

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

Finding(s)

1. ENGINE ASSEMBLY, BEARING - WORN
 2. ENGINE ASSEMBLY, BLOWER/IMPELLER - BINDING(MECHANICAL)
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

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

----Probable Cause----

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

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. - 1092

6/11/85

IDAHO CITY, ID

A/C Reg. No. N1333X

Time (Lcl) - 1600 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

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

Make/Model - BELL 47G-3B-1

Landing Gear - SKID

Max Gross Wt - 2950

No. of Seats - 3

Eng Make/Model - LYCOMING TVO-435-B1A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 270 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 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

MCCALL, ID

Destination

IDAHO CITY, ID

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

NONE

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 36

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 93 Last 24 Hrs - 2

Make/Model- 93 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 50

Rotorcraft - 93

Instrument Rating(s) - NONE

-----Narrative-----

WHILE THE STUDENT PLT WAS ON A X-COUNTRY FLT, THE ENG LOST POWER AFTER THE SUPERCHARGER FAILED. THE PLT STATED THAT HE WAS UNABLE TO MAINTAIN ALTITUDE & RPM; HE SUBSEQUENTLY MADE A FORCED LANDING IN A HEAVILY TIMBERED, MOUNTAINOUS AREA.

Brief of Accident (Continued)

File No. - 1092

6/11/85

IDAHO CITY, ID

A/C Reg. No. N1333X

Time (Lc1) - 1600 PDT

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

Finding(s)

1. EXHAUST SYSTEM, EXTERNAL SUPERCHARGER - FAILURE, TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - NONE SUITABLE
 3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 4. OBJECT - TREE(S)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1062 8/28/85 BONNER'S FERRY, ID A/C Reg. No. N64LW Time (Lc1) - 0630 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 -LANDING					

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

Make/Model - WELCH AVID FLYER	Eng Make/Model - CUYUNA 430RR	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 850	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 43 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- CALM	ATC/Airspace	Runway Ident - 20
Visibility - 30.0 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 - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5802
SE LAND, ME LAND	Months Since - 6	Make/Model- 16
GLIDER	Aircraft Type - UNK/NR	Instrument- 515
		Multi-Eng - 2000
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING TAKEOFF, THE ENG SEIZED AS THE ACFT WAS CLIMBING THRU ABOUT 350 FT AGL OVER THE END OF THE RWY. HE STATED THAT THE ACFT WAS IN A MAXIMUM CLIMB WHEN THE ENG SEIZED & IMMEDIATELY WENT INTO A POWER OFF STALL. HE RECOVERED FROM THE STALL, BUT THERE WERE TREES AHEAD. WHILE MANEUVERING TO AVOID THE OBSTACLES, THE ACFT TOUCHED DOWN IN A SKID & THE RIGHT MAIN GEAR COLLAPSED. THE ACFT HAD A 2 CYLINDER, 2 CYCLE, 43 HP ENG THAT WAS EQUIPPED WITH 2 CARBURETORS & A SINGLE IGNITION SYSTEM. AN EXAM OF THE ENG REVEALED THAT THE MIXTURE FOR THE #1 CARBURETOR HAD BECOME LEAN WHICH ALLOWED THE #1 CYLINDER TO OVERHEAT. SUBSEQUENTLY, THE PISTON IN THE #1 CYLINDER SEIZED AS THE ACFT WAS CLIMBING AFTER TAKEOFF.

Brief of Accident (Continued)

File No. - 1062

8/28/85

BONNER'S FERRY, ID

A/C Reg. No. N64LW

Time (Lc1) - 0630 PDT

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - IMPROPER
2. ENGINE ASSEMBLY, CYLINDER - OVERTEMPERATURE
3. ENGINE ASSEMBLY, PISTON - BINDING(MECHANICAL)

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

Finding(s)

4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND
6. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND

Occurrence #3 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

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

Finding(s)

7. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
8. MANEUVER - INTENTIONAL - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1052 9/20/85 BOISE, ID A/C Reg. No. N13572 Time (Lcl) - 1215 MDT

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

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

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

Make/Model - WACO UIC	Eng Make/Model - CONTINENTAL W-670	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 220 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	LOGAN, UT	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BOISE AIR TERMINAL
Wind Dir/Speed- 250/003 KTS	ATC/Airspace	Runway Ident - 10L
Visibility - 30.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 7400/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3610
SE LAND, SE SEA	Months Since - 7	Last 24 Hrs - 7
	Aircraft Type - C-172	Make/Model- 112
		Instrument- 60
		Multi-Eng - 10
		Last 30 Days- UNK/NR
		Last 90 Days- 115

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT WHEN HE LANDED, THE ACFT BEGAN DRIFTING TO THE LEFT. SINCE THERE WAS A HIGH SPEED TURN-OFF AHEAD, HE DID NOT MAKE AN IMMEDIATE CORRECTION FOR THE DRIFT. WHEN A CORRECTION WAS APPLIED, THE ACFT DID NOT RESPOND & IT CONTINUED INTO A GROUND LOOP. THE RIGHT MAIN GEAR THEN COLLAPSED UNDER A SIDE LOAD. DURING A REPAIR, THE RIGHT LANDING GEAR CABANE STRUT WAS FOUND TO HAVE BEEN PREVIOUSLY REPAIRED WITH UNDERSIZED MATERIAL.

Brief of Accident (Continued)

File No. - 1052

9/20/85

BOISE, ID

A/C Reg. No. N13572

Time (Lc1) - 1215 MDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT -

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

Finding(s)

3. LANDING GEAR, MAIN GEAR - OVERLOAD
4. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1083 1/23/85 WHEELING,IL A/C Reg. No. N11413 Time (Lcl) - 1630 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

1

-----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- 260/013 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - 7000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - FORCED LANDING

Airport Proximity

ON AIRPORT

Airport Data

PAL-WAUKEE

Runway Ident - 24R

Runway Lth/Wid - 3450/ 50

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

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 - 102

Make/Model- 102

Instrument- 0

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

AT ABOUT 400 FT AGL DURING TAKEOFF, THE ENG LOST ALL POWER. THE PLT WAS ABLE TO REGAIN PARTIAL POWER FOR APRX 20 SEC, BY "MILKING" THE THROTTLE, THEN THE ENG STOPPED AGAIN. TO AVOID POWER LINES & FACTORIES AHEAD, THE PLT TURNED BACK & LANDED ON ARPT PROPERTY. DURING THE LANDING ROLL, THE NOSE GEAR COLLAPSED & THE ACFT NOSED OVER. THE TEMPERATURE AT THE TIME OF THE ACDNT, WAS 27 DEG. MECHANICS OF THE OPERATOR STATED THAT ALCOHOL WAS NORMALLY ADDED TO THE FUEL IN THE WINTER, BUT THIS ACFT HAD BEEN IN A HANGER FOR A ABOUT A MONTH, THEN IT WAS LEFT OUTSIDE FOR A COUPLE OF DAYS BEFORE THE ACDNT FLT. THEY ALSO STATED THAT FUEL WAS TAKEN FROM THE ACFT AFTER THE ACDNT & FROZEN, & ICE CRYSTALS FORMED. THE PLT'S RECOMMENDATION FOR PREVENTION OF THIS ACDNT WAS "BY USE OF ISOPROPYL ALCOHOL - 3% BY VOLUME IN FUEL IN EXTREMELY COLD WEATHER.

Brief of Accident (Continued)

File No. - 1083

1/23/85

WHEELING, IL

A/C Reg. No. N11413

Time (Lc1) - 1630 CST

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

Finding(s)

1. FLUID,ANTI-ICE ADDITIVE - LACK OF
2. MAINTENANCE,SERVICE OF AIRCRAFT - INADEQUATE - COMPANY/OPERATOR MGMT
3. FLUID,FUEL - ICE
4. FUEL SYSTEM,FILTER - BLOCKED(TOTAL)
5. FLUID,FUEL - STARVATION

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

Finding(s)

6. TERRAIN CONDITION - NONE SUITABLE
7. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
8. MANEUVER - PERFORMED - PILOT IN COMMAND

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

Finding(s)

9. TERRAIN CONDITION - SNOW COVERED
10. LANDING GEAR,NOSE GEAR - OVERLOAD

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 2,6,7,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1054 2/09/85 LAWRENCEVILLE, IL A/C Reg. No. N6464R Time (Lcl) - 1230 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
2
0

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

Make/Model - CESSNA 172RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2200
No. of Seats - 4

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 140/010 KTS

Visibility - 8.0 SM

Lowest Sky/Clouds - 12000 FT SCATTERED

Lowest Ceiling - 20000 FT 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 - STRAIGHT-IN

FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

LAWRENCEVILLE VINCENNES

Runway Ident - 09

Runway Lth/Wid - 5200/ 150

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 21

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 337

Make/Model- 63

Instrument- 37

Multi-Eng - 16

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PRIVATE PLT & HIS INSTRUCTOR WERE PRACTICING INSTRUMENT APPROACHES. THE INSTRUCTOR STATED THAT THE FUEL GAGES WERE READING LOW & THE VOR NEEDLE WAS OSCILLATING, SO THEY DECIDED TO MAKE A STRAIGHT-IN LANDING. HE STATED THAT THEY LOWERED THE GEAR & FLAPS, BUT AFTER TOUCHING DOWN, THE MAIN GEAR FOLDED WITH THE NOSE GEAR LOCKED IN THE DOWN POSITION. AFTER THE ACFT WAS JACKED UP, AN OPERATIONAL CHECK OF THE GEAR WAS MADE. THE LANDING GEAR & ELECTRICAL SYS OPERATED NORMALLY. THE INSTRUCTOR PLT COULD NOT DEFINITELY SAY THAT HE OBSERVED A GEAR DOWN & LOCKED INDICATION.

Brief of Accident (Continued)

File No. - 1054

2/09/85

LAWRENCEVILLE,IL

A/C Reg. No. N6464R

Time (Lcl) - 1230 CST

Occurrence

GEAR COLLAPSED

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR DOWN AND LOCKED - NOT ATTAINED - DUAL STUDENT
 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1094 4/05/85 SCHAUMBURG, IL A/C Reg. No. N8243S Time (Lcl) - 1100 CST

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

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

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

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-235-D3G	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

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	SCHAUMBURG
Wind Dir/Speed- 020/011 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 50
Lowest Sky/Clouds - 700 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 700 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1100
SE LAND	Months Since - 15	Make/Model- 800
	Aircraft Type - PA-28	Instrument- 66
		Multi-Eng - 3
		Last 24 Hrs - 0
		Last 30 Days- 50
		Last 90 Days- 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT PLT & INSTRUCTOR (CFI) WERE PRACTICING TOUCH-&-GO LANDINGS. THE CFI REPORTED THAT AFTER ABOUT 1 HR OF FLT, THE ENG LOST POWER AFTER A TOUCH-&-GO AS THE ACFT WAS CLIMBING THRU ABOUT 200 TO 300 FT AGL. A TOWN & SOME BLDGS WERE AHEAD, SO THE CFI MADE A 180 DEG TURN TO TRY TO REACH THE ONLY AVAILABLE FIELD. HOWEVER, THE ACFT MUSHED INTO TREES BEFORE HE COULD REACH THE FIELD. AN EXAM REVEALED THE FUEL SELECTOR WAS POSITIONED TO AN EMPTY (LEFT) FUEL TANK. FUEL WAS STILL REMAINING IN THE RIGHT MAIN TANK. THE STUDENT & INSTRUCTOR HAD VISUALLY CHECKED THE FUEL BEFORE TAKING OFF. THE CFI ESTIMATED THERE WAS ABOUT 20 GAL REMAINING WITH THE LEFT TANK BEING THE FULLEST (FUEL LEVEL JUST BELOW THE TABS IN THAT TANK). THE FLT WAS CONDUCTED BY USING FUEL FROM ONLY THE LEFT TANK.

Brief of Accident (Continued)

File No. - 1094

4/05/85

SCHAUMBURG,IL

A/C Reg. No. N8243S

Time (Lcl) - 1100 CST

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

Finding(s)

1. FLUID,FUEL - STARVATION
 2. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND(CFI)
-

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

Finding(s)

3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND(CFI)
-

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

Finding(s)

4. 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) 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. - 1144 5/15/85 STONINGTON, IL A/C Reg. No. N7485F Time (Lc1) - 1800 CDT

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

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

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

Make/Model - HUGHES 269	Eng Make/Model - LYCOMING H10-360-D1A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2050	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 190 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	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- 280/016 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 8000 FT OVERCAST	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)
PRIVATE, COMMERCIAL, CFI	Current - YES	Total - 1780
SE LAND	Months Since - 5	Last 24 Hrs - 8
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 450
		Instrument- 105
		Last 30 Days- UNK/NR
		Last 90 Days- 120
		Rotorcraft - 1660

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

AFTER COMPLETING A SWATH RUN, THE PLT MANEUVERED THE HELICOPTER UP OVER A POWER LINE, THEN MADE A TURN-AROUND FOR ANOTHER SWATH RUN. HE STATED THAT AS HE STARTED THE NEXT RUN, HE "FELT THE WIND PUSH THE TAIL UPWARD FORCING THE NOSE DOWNWARD..." HE APPLIED AFT CYCLIC TO LEVEL THE HELICOPTER & FULL COLLECTIVE TO STOP THE DESCENT. HOWEVER, THE HELICOPTER IMPACTED THE GROUND IN A LEVEL ATTITUDE, THEN ROLLED FORWARD & CAME TO REST INVERTED. ABOUT 13 MI NORTHEAST AT DECATUR, IL, THE 1800 CDT WIND WAS FROM 280 DEG AT 16 KTS. THE PLT REPORTED THE WIND WAS GUSTING TO 24 KTS.

Brief of Accident (Continued)

File No. - 1144

5/15/85

STONINGTON, IL

A/C Reg. No. N7485F

Time (Lcl) - 1800 CDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 3. WEATHER CONDITION - HIGH WIND
 4. WEATHER CONDITION - GUSTS
 5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 6. TERRAIN CONDITION - GROUND
 7. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ROLL OVER
Phase of Operation OTHER

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

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

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. - 1112 7/04/85 DIXON, IL A/C Reg. No. N29931 Time (Lcl) - 1500 CDT

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

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

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

Make/Model - NORTH AMERICAN AT-6G	Eng Make/Model - P&W R-1340-AN1	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 5300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination LOCAL	Airport Data DIXON MUNI
Completeness - N/A		Runway Ident - 26
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 3900/ 75
Wind Dir/Speed- 200/012 KTS	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 15.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - 4000 FT SCATTERED	Type Apch/Lndg - TOUCH AND GO	
Lowest Ceiling - 8000 FT BROKEN		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1070
SE LAND, ME LAND	Months Since - 5	Last 24 Hrs - 1
HELICOPTER	Aircraft Type - AT-6G	Make/Model- 226
		Last 30 Days- UNK/NR
		Instrument- 191
		Last 90 Days- 20
		Multi-Eng - 31
		Rotorcraft - 80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

REPORTEDLY, THE PLT MADE A TOUCH-&-GO LANDING WHILE FOLLOWING AN SNJ ACFT. HE STATED THAT DURING THE TAKEOFF, THE ACFT HAD ACCELERATED TO 85 MPH WHEN HE LOWERED THE TAIL SLIGHTLY & THE ACFT LIFTED OFF NORMALLY. HE REPORTED THAT THE ACFT WAS APRX 4 TO 5 FT OFF THE RWY WHEN IT STARTED TO ROLL TO THE RIGHT. HE CORRECTED WITH AILERON & RUDDER, BUT THE ACFT CONTINUED TO THE RIGHT. SUBSEQUENTLY, THE ACFT IMPACTED THE GROUND & WAS DAMAGED. THE PLT ESTIMATED THE WIND WAS FROM 190 TO 200 DEG AT 12 KTS. APRX 35 MI NNE AT ROCKVILLE, IL. THE 1452 CDT WIND WAS FROM 210 DEG AT 18 KTS.

Brief of Accident (Continued)

File No. - 1112

7/04/85

DIXON,IL

A/C Reg. No. N29931

Time (Lc1) - 1500 CDT

Occurrence #1 VORTEX TURBULENCE ENCOUNTERED
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND

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

Finding(s)

2. AIRCRAFT HANDLING - NOT MAINTAINED -

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1124 7/05/85 PLAINFIELD,IL A/C Reg. No. N5356Q Time (Lcl) - 1335 CDT

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

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

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

Make/Model - CESSNA 150L	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	CHICAGO,IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PLAINFIELD-CLOW
Wind Dir/Speed- 300/013 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 35.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3370/ 50
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - GO AROUND	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 16	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 30
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 27
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT DEPARTED CHICAGO MIDWAY & FLEW TO THE CLOW ARPT TO PRACTICE TAKEOFFS & LANDINGS. ON DOWNWIND AT CLOW, THE WIND BLEW THE ACFT TOWARD THE ARPT, CAUSING IT TO BE TOO CLOSE IN TO THE RWY. SUBSEQUENTLY, THE STUDENT OVERSHOT THE TURN TO FINAL APCH & CONTD THE APCH BY ANGLING BACK TOWARD THE RWY. WHEN THE ACFT LANDED, IT WAS STILL ANGLED TO THE LEFT & WENT OFF THE LEFT SIDE OF THE RWY. THE STUDENT STEERED IT BACK ON THE RWY & INITIATED A GO-AROUND. AT ABOUT 75 FT AGL, THE ACFT BEGAN TURNING LEFT, THEN STALLED, ENTERED A STEEP DESCENT & CRASHED. THE STUDENT THOUGHT SHE HAD RETRACTED THE FLAPS, BUT THE FLAPS & FLAP SELECTOR WERE FOUND IN THE DOWN POSITION. THE WIND WAS REPORTED AS VARIABLE FROM 290 TO 310 DEG AT 13 TO 21 KTS.

Brief of Accident (Continued)

File No. - 1124

7/05/85

PLAINFIELD, IL

A/C Reg. No. N5356Q

Time (Lc1) - 1335 CDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
3. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
4. GO-AROUND - DELAYED - PILOT IN COMMAND
5. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. 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) 6,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1165 8/17/85 ELMORE, IL A/C Reg. No. N510AB Time (Lcl) - 1212 CDT

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

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

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

Make/Model - DEHAVILLAND DH-82A	Eng Make/Model - BRISTOL SID GYPSY MAJ 1C	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1825	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 120 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	BLAKESBURG, IA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LACON, IL	
Wind Dir/Speed- 135/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR THIN BKN	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 24050
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 40
		Last 30 Days- 11
		Instrument- 7900
		Last 90 Days- 40
		Multi-Eng - 22000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A X-COUNTRY FLT, THE ENG LOST POWER & THE PROP CONTINUED TO WINDMILL. SUBSEQUENTLY, THE ACFT CRASHED DURING AN EMERG LANDING. DURING THE CRASH LANDING, THE PLT'S SHOULDER HARNESS FAILED AT THE UPPER ATTACHMENT POINT & HE RECEIVED HEAD & BACK INJURIES. AN EXAM OF THE ENG REVEALED THAT THE 2ND & AFT EXHAUST VALVES WERE STICKING.

Brief of Accident (Continued)

File No. - 1165

8/17/85

ELMORE,IL

A/C Reg. No. N510AB

Time (Lc1) - 1212 CDT

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

Finding(s)

1. ENGINE ASSEMBLY,VALVE - BINDING(MECHANICAL)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. MISC EQPT/FURNISHINGS,SHOULDER HARNESS - FAILURE,TOTAL

-----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. - 1166 9/24/85 BREESE,IL A/C Reg. No. N67182 Time (Lcl) - 0715 CDT

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

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

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

Make/Model	- HILLER UH-12D	Eng Make/Model	- LYCOMING VO-435-A1C	ELT Installed/Activated	- NO	-N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 3100	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		OFF AIRPORT/STRIP	
Method	- N/A	BREESE,IL			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- N/A
Wind Dir/Speed	- 180/004 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Surface	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 5948	Last 24 Hrs - UNK/NR
	Months Since - 14	Make/Model - 800	Last 30 Days - 5
HELICOPTER	Aircraft Type - UH-12D	Instrument - 75	Last 90 Days - 110
			Rotorcraft - 5934

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE ENG BEGAN LOSING POWER WHILE HE WAS EN ROUTE AT AN ALT OF APRX 200 FT AGL. HE TURNED & INITIATED AN AUTOROTATION TO A ROAD CONSTRUCTION SITE. THE HELICOPTER LANDED TAIL LOW. SUBSEQUENTLY, THE TAIL BOOM WAS CHOPPED OFF & THE HELICOPTER BOUNCED & ROTATED 180 DEG. AN EXAM OF THE ENG REVEALED THE #4 PISTON HAD FAILED. THE PISTON HAD BURNT & MOLTEN ALUMINUM HAD TRANSFERRED TO THE STEM OF THE EXHAUST VALVE CAUSING IT TO STICK OPEN.

Brief of Accident (Continued)

File No. - 1166

9/24/85

BREESE,IL

A/C Reg. No. N67182

Time (Lc1) - 0715 CDT

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

Finding(s)

1. ENGINE ASSEMBLY,PISTON - FAILURE,PARTIAL
 2. ENGINE ASSEMBLY,PISTON - OVERTEMPERATURE
 3. ENGINE ASSEMBLY,VALVE - BINDING(MECHANICAL)
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1157 5/03/85 VALPARAISO, IN A/C Reg. No. N23388 Time (Lcl) - 1153 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 172 M
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- 080/006 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GRIFFITH, IN
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

PORTER COUNTY
Runway Ident - 09
Runway Lth/Wid - 6000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 58
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - 172M

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 226
Make/Model- 60
Instrument- 2
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DEPARTED THE GRIFFITH ARPT ON A LOCAL FLT & PROCEEDED TO TWO OTHER ARPTS TO PRACTICE LANDINGS. HE FLEW TO THE STARKE COUNTY ARPT & MADE 5 OR 6 LANDINGS, THEN WENT TO THE PORTER COUNTY ARPT. AFTER THE 5TH TOUCH-&-GO, HE PREPARED TO TAKEOFF BY RETRACTING THE FLAPS & INSURING THAT HE HAD MIXTURE RICH, CARB HEAT OFF & THROTTLE FULL FORWARD. HOWEVER, AFTER LIFT-OFF, THE ACFT DID NOT SEEMED TO CLIMB NORMALLY. HE RECHECKED ALL CONTROLS & EVERYTHING SEEMED TO BE IN THE NORMAL POSITION, BUT THE ACFT WAS NOT CLIMBING. BEFORE HE INITIATED AN EMERG LANDING, THE RGT WING STRUCK THE GROUND & THE ACFT CRASHED. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 1157

5/03/85

VALPARAISO, IN

A/C Reg. No. N23388

Time (Lcl) - 1153 CDT

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

Finding(s)

1. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND
 2. UNDETERMINED
-

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

Finding(s)

3. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND
 4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1093 6/08/85 GREENFIELD, IN A/C Reg. No. N1773H Time (Lcl) - 2107 EST

-----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	2	0	0
Accident Occurred During -LANDING					

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

Make/Model - CESSNA 310C	Eng Make/Model - CONTINENTAL IO-470-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4830	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ST. LOUIS, MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	COLUMBUS, OH	
Wind Dir/Speed- 200/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2500 FT THIN BKN	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2445
SE LAND, ME LAND	Months Since - 3	Make/Model- 1227
	Aircraft Type - PA-32	Instrument- 452
		Multi-Eng - 1227
		Last 24 Hrs - 3
		Last 30 Days- 8
		Last 90 Days- 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EN ROUTE, THE L ENG SUDDENLY LOST POWER & WOULD NOT RESTART, SO THE PLT FEATHERED THE L PROP. AFTER LETTING IT COOL APRX 5 MIN, HE TRIED RESTARTING IT AGAIN, BUT STILL WAS UNABLE. HE STATED HE THOUGHT HE THEN SECURED (FEATHERED) THE L ENG. THE PLT DIVERTED TOWARD INDIANAPOLIS. HE NOTED THAT THE R ENG BEGAN TO OVERHEAT & LOSE POWER. SUBSEQUENTLY, THE ACFT CRASH LANDED IN A CORN FLD AT NGT WITH THE LNDG GEAR RETRACTED & W/O LNDG LGTS (LGTS WOULD NOT EXTEND). AN EXAM REVEALED FUEL WAS REMAINING IN ALL TANKS. SHERIFF PSNL HAD MOVED THE FUEL SELECTORS WHEN THEY ARRIVED, SO THE SELECTOR POSITIONS WERE NOT VERIFIED. FOUND L THROTTLE FULL FWD, L MIX CTL MID-RANGE, L PROP CTL FULL LOW RPM (NOT FEATHERED). THE L PROP WAS NOT FEATHERED; BUT THE R PROP WAS FEATHERED (PLT SAID HE FEATHERED IT JUST BEFORE IMPACT). A TEARDOWN OF THE L ENG REVEALED THE #4 MAIN BEARING HAD FAILED; BOTTOM HALF OF OIL COOLER WAS 95% BLOCKED FROM SOFT METAL CONTAMINATION, PROP GOV MOUNTING GASKET WAS 75% BLOCKED BY METAL CONTAMINATION; BUT THE L ENG CRANKSHAFT WOULD STILL TURN.

Brief of Accident (Continued)

File No. - 1093

6/08/85

GREENFIELD, IN

A/C Reg. No. N1773H

Time (Lc1) - 2107 EST

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

Finding(s)

1. ENGINE ASSEMBLY, BEARING - FAILURE, TOTAL
2. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND
3. PROPELLER FEATHERING - NOT MAINTAINED - PILOT IN COMMAND
4. PROPELLER FEATHERING - IMPROPER - PILOT IN COMMAND
5. ENGINE ASSEMBLY, OTHER - OVERTEMPERATURE
6. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

7. LIGHT CONDITION - DARK NIGHT
8. LANDING LIGHT - INOPERATIVE
9. WHEELS UP LANDING

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1171 6/20/85 ORLEANS, IN A/C Reg. No. N7750N Time (Lcl) - 1235 EST

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

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

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

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A4A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CINCINNATI, OH	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ST. LOUIS, MO	Runway Ident - N/A
Wind Dir/Speed- 230/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - VFR	Runway Status - N/A
Lowest Ceiling - 6000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 297
SE LAND	Months Since - 10	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-28	Make/Model- 297
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- 13
		Last 90 Days- 28
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLT, THE PLT NOTED THAT THE ENG RPM DROPPED FROM 2500 TO 2000. HE COULD NOT RESTORE THE RPM. HE THEN HEARD A LOUD NOISE FROM THE ENG COMPARTMENT & THE ENG SEIZED. SUBSEQUENTLY, THE ACFT WAS DAMAGED DURING AN EMERG LANDING IN A CORN FIELD. A TEARDOWN OF THE ENG REVEALED THAT THE #3 ROD, PN 74502-S, WAS BROKEN, BENT & WEDGED BETWEEN THE #4 ROD & ENG CASE. THE #3 BEARING SURFACE ON THE CRANKSHAFT WAS GALLED & BOTH ROD BOLTS ON THE #3 CONNECTING ROD WERE BROKEN. ALSO, THE #2 & #4 CONNECTING ROD BEARINGS, PN 72218, HAD SPUN. METAL PARTICALS WERE FOUND THRU-OUT THE ENG. THERE WAS STILL 5-1/2 QTS OF OIL IN THE ENG.

Brief of Accident (Continued)

File No. - 1171

6/20/85

ORLEANS,IN

A/C Reg. No. N7750N

Time (Lcl) - 1235 EST

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

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - CROP
3. TERRAIN CONDITION - ROUGH/UNEVEN
4. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1091 2/20/85 HUTCHINSON,KS A/C Reg. No. N617CA Time (Lc1) - 1900 CST

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

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

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

Make/Model	- BEECH 95-B55	Eng Make/Model	- CONTINENTAL IO-470	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 260 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- IN PERSON	LIBERAL,KS			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- IMC	SAME AS ACC/INC		HUTCHINSON MUNI	
Wind Dir/Speed	- 180/020 KTS	ATC/Airspace		Runway Ident	- 13
Visibility	- 2.000 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 7001/ 200
Lowest Sky/Clouds	- 200 FT	Type of Clearance	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 200 FT OBSCURED	Type Apch/Lndg	- ILS-COMPLETE	Runway Status	- WET
Obstructions to Vision	- FOG				
Precipitation	- DRIZZLE				
Condition of Light	- NIGHT(DARK)				

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

Pilot-In-Command	Age - 23	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1255	Last 24 Hrs - 4
SE LAND,ME LAND	Months Since - 1	Make/Model - 30	Last 30 Days- UNK/NR
	Aircraft Type - BE-55	Instrument - 80	Last 90 Days- 280
		Multi-Eng - 55	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE PLT BEGAN AN ILS APCH TO RWY 13 AT THE HUTCHINSON MUNI ARPT. HE REPORTED THAT HE HAD TURNED OFF THE 16 MI ARC, HAD INTERCEPTED THE LOCALIZER & HAD BEGUN HIS DESCENT TO THE MIN PUBLISHED ALT TO CROSS OVER THE OUTERMARKER (FINAL APCH FIX). JUST PRIOR TO REACHING THE OUTER MARKER, THE ACFT COLLIDED WITH THE 2 TOP STATIC WIRES OF A POWER LINE, THEN CRASHED TO THE GROUND. DURING AN EXAM OF THE ACFT, THE ALTIMETER WAS FOUND INDICATING 8400 FT. IT WAS TAKEN TO A REPAIR STATION FOR A TEARDOWN, BUT WAS READING -3500 FT BY THEN. A DISASSEMBLY & EXAM OF THE ALTIMETER WAS MADE, BUT ITS PREIMPACT CONDITION & ITS READ-OUT AT IMPACT COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 1091

2/20/85

HUTCHINSON,KS

A/C Reg. No. N617CA

Time (Lc1) - 1900 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. UNDETERMINED
 2. LIGHT CONDITION - DARK NIGHT
 3. WEATHER CONDITION - LOW CEILING
 4. WEATHER CONDITION - FOG
 5. WEATHER CONDITION - OBSCURATION
 6. OBJECT - WIRE,STATIC
 7. PROPER ALTITUDE - NOT MAINTAINED -
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1032 6/29/85 HAYS,KS

A/C Reg. No. N98343

Time (Lc1) - 0756 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 -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Fire
NONE

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

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
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 - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 210/007 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
KEY WEST,FL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

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

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

Pilot-In-Command

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

Age - 61

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - PA-28

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

Total	- 272	Last 24 Hrs	- UNK/NR
Make/Model-	170	Last 30 Days-	UNK/NR
Instrument-	22	Last 90 Days-	14

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STARTED THE ENG & WAS PREPARING TO TAXI FROM THE PARKING AREA WHEN HE REACHED BACK TO RETRIEVE A FLASHLIGHT FROM HIS FLT CASE. AT THAT TIME, THE ACFT BEGAN SLOWLY ROLLING FORWARD. WHEN THE PLT RETURNED HIS ATTENTION TO THE FRONT, HE APPLIED BRAKES. HOWEVER, BEFORE STOPPING, THE ACFT'S PROP HIT THE WING OF A NORTH AMERICAN AT-6C, N9530C.

Brief of Accident (Continued)

File No. - 1032

6/29/85

HAYS,KS

A/C Reg. No. N98343

Time (Lcl) - 0756 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
 3. OBJECT - AIRCRAFT PARKED
 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) 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. - 1027 7/14/85 SALINA,KS A/C Reg. No. N1522Z Time (Lcl) - 1630 CDT

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

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

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

Make/Model - BEECH 95-A55	Eng Make/Model - CONTINENTAL IO-470	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 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	SALINA MUNI
Wind Dir/Speed- 250/008 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 13300/ 300
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1911
SE LAND	Months Since - 15	Make/Model- 55
	Aircraft Type - BE-P35	Instrument- 97
		Multi-Eng - 55
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 78

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE WAS RECEIVING A MULTI-ENGINE FLIGHT CHECK FROM A DESIGNATED FLT EXAMINER. THEY WERE STILL ROLLING AFTER A LANDING WHEN THE EXAMINER REQUESTED A GO-AROUND. THE PLT SAID THAT AFTER ADVANCING THE THROTTLES, HE REACHED FOR THE FLAP SWITCH & RAISED THE LANDING GEAR SWITCH INSTEAD. THE LANDING GEAR RETRACTED.

Brief of Accident (Continued)

File No. - 1027

7/14/85

SALINA,KS

A/C Reg. No. N1522Z

Time (Lc1) - 1630 CDT

Occurrence GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TOUCH-AND-GO LANDING - INITIATED -
 2. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1081 8/05/85 DODGE CITY,KS A/C Reg. No. N9257G Time (Lcl) - 1350 CDT

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

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

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

Make/Model - CESSNA A188B	Eng Make/Model - CONTINENTAL IO-520-D-23	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 270/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 6500 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 - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE,COMMERCIAL	Current - YES	Total - 2893
SE LAND,ME LAND	Months Since - 23	Last 24 Hrs - 10
GLIDER	Aircraft Type - UNK/NR	Make/Model- 1868
		Last 30 Days- UNK/NR
		Instrument- 10
		Last 90 Days- 130
		Multi-Eng - 51

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS WAS MAKING EAST & WEST RUNS OVER A MILO FIELD AS HE WAS DISPENSING PARATHION. HE REPORTED THAT HE HAD BEEN WORKING UNDER HIGH VOLTAGE POWER LINES EACH TIME HE FLEW PAST THE WEST EDGE OF THE FIELD. HE STATED THAT ON THE LAST PASS, THE ACFT ENCOUNTERED A DUST DEVIL & HE FELT IT RISE AS HE PASSED UNDER THE POWER LINES. THE VERTICAL STABILIZER HIT THE BOTTOM WIRE WHICH WAS ABOUT 30 TO 35 FT AGL & THE ENTIRE TAIL SECTION WAS RIPPED OFF THE ACFT. THE ACFT THEN IMPACTED THE GROUND ABOUT 120 FT EAST OF THE POWER LINES & SLID INVERTED FOR ANOTHER 90 FT TO THE EAST BEFORE COMING TO REST.

Brief of Accident (Continued)

File No. - 1081

8/05/85

DODGE CITY,KS

A/C Reg. No. N9257G

Time (Lc1) - 1350 CDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. OBJECT - WIRE,TRANSMISSION
 3. 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) 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. - 1199 8/10/85 HAYS,KS A/C Reg. No. N98251 Time (Lcl) - 1600 CDT

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-D2	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2250	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	HAYS,KS	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	HAYS
Wind Dir/Speed- 090/007 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5700/ 100
Lowest Sky/Clouds - 25000 FT THIN BKN	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 - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 58
	Months Since - N/A	Make/Model- 58
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 23
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT, WHO WAS TAKING HIS PVT PLT CHK RIDE WITH AN FAA-DESIGNATED EXAMINER, REDUCED POWER PREMATURLY ON FINAL APPROACH FOR LANDING AT HAYS. THE ACFT DROPPED, STRIKING THE GROUND IN A LEVEL ATTITUDE, WHICH JAMMED THE NOSE GEAR UPWARDS, DISTORTING AND SUBSTANTIALLY DAMAGING THE ACFT'S FIREWALL.

Brief of Accident (Continued)

File No. - 1199

8/10/85

HAYS,KS

A/C Reg. No. N98251

Time (Lcl) - 1600 CDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. FLARE - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. SUPERVISION - INADEQUATE - CHECK PILOT
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1015 4/16/85 PRESTONBURG, KY A/C Reg. No. N773WW Time (Lcl) - 1440 EST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - BELL 206L-1
Landing Gear - SKID
Max Gross Wt - 4050
No. of Seats - 6

Eng Make/Model - ALLISON 250-C28B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 500 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- 225/006 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 4000 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
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 34
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - 206B-3

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 5433
Make/Model- 121
Instrument- 202
Multi-Eng - 216
Last 24 Hrs - 7
Last 30 Days- UNK/NR
Last 90 Days- 93
Rotorcraft - 4333

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PAX DEPLANED & THE PLT TOOK OFF ON A SHORT FLT TO A NEARBY ARPT TO REFUEL. AFTER CLIMBING FOR ABOUT 30 TO 40 SEC & ACCELERATING TO APRX 100 KTS, THE PLT STARTED TO ADJUST THE PWR FOR LVL FLT. AT ABOUT THAT TIME, THE ENG LOST PWR. THE PLT ATTEMPTED TO RESTORE ENG PWR, BUT WAS UNABLE. HE TURNED TO LAND IN A LARGE FIELD THAT HE HAD JUST OVERFLOWN. DRG AN AUTOROTATION, THE ENG STABILIZED AT IDLE RPM, BUT WOULD NOT RESPOND TO THROTTLE MOVEMENTS. THE PLT SAW POWER LINES IN HIS AUTOROTATION PATH & ELECTED TO CROSS OVER A CREEK & A ROW OF TREES & LAND IN ANOTHER FIELD. HOWEVER, THE HELICOPTER HAD INSUFFICIENT ALT TO CLEAR THE TREES. SUBSEQUENTLY, IT HIT THE TREES & CRASH LANDED ON A CREEK BANK. AFTER LANDING, THE ENG WAS STILL RUNNING & WAS SHUT DOWN BY USING THE FUEL SHUT-OFF SW. THE AFT FUEL CELL WAS PUNCTURED DRG IMPACT; THEREFORE, THE AMOUNT OF FUEL ON BOARD COULD NOT BE DETERMINED. THE ENG OPERATED DRG A POST-CRASH CHECK, BUT IMPACT DAMAGE PREVENTED OPERATING IT AT HIGH RPM. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS VERIFIED.

Brief of Accident (Continued)

File No. - 1015

4/16/85

PRESTONBURG, KY

A/C Reg. No. N773WW

Time (Lc1) - 1440 EST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)
 1. FUEL SYSTEM - UNDETERMINED
 2. FLUID, FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

Finding(s)
 4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 5. MANEUVER - PERFORMED - PILOT IN COMMAND
 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

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. - 1186 3/02/85 HOUMA, LA A/C Reg. No. N2878K Time (Lc1) - 1805 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
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	0

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

Make/Model - CESSNA 180
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2650
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 140/013 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 1600 FT
Lowest Ceiling - 1600 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 AIRSTRIP

Airport Data

SHANNON FLD
Runway Ident - UNK/NR
Runway Lth/Wid - 1100 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - WET

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

Pilot-In-Command

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

Age - 22

Biennial Flight Review

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

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- 2000	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ATTEMPTING TO TAKEOFF FROM A SHORT MUDDY STRIP NEAR HOUMA, LA. HE ELECTED TO ABORT THE TAKEOFF & APPLIED BRAKES. THE ACFT THEN ROLLED OVER A DRY AREA ON THE STRIP, WHERE BRAKING ACTION BECAME EFFECTIVE & THE AIRCRAFT NOSED OVER. NO MECHANICAL MALFUNCTION WAS REPORTED.

Brief of Accident (Continued)

File No. - 1186

3/02/85

HOUMA, LA

A/C Reg. No. N2878K

Time (Lc1) - 1805 CST

Occurrence NOSE OVER
Phase of Operation TAKEOFF

Finding(s)

1. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
4. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1001 4/20/85 SLIDELL, LA A/C Reg. No. N93485 Time (Lc1) - 1400 CST

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

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

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

Make/Model - CESSNA A185F	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/YES
Landing Gear - AMPHIBIAN	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	SLIDELL, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 160/014 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - 6000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
Obstructions to Vision- NONE	STRAIGHT-IN	WATER - CHOPPY
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 14000
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 2	Make/Model - 200
	Aircraft Type - UNK/NR	Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 3
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING A WATER LANDING, THE LEFT FLOAT DRAGGED, BUT HE WAS ABLE TO "PULL IT OUT" & STARTED TO ADD POWER TO GO AROUND. HOWEVER, HE SAW POWER LINES AHEAD & REALIZED THAT A GO-AROUND WAS NOT POSSIBLE. HE SAID HE "PLANTED IT BACK ON THE WATER" & THEN THE ACFT NOSED OVER. THE PLT REPORTED THAT THE LEFT MAIN GEAR WAS PARTIALLY EXTENDED WHICH CAUSED THE LEFT FLOAT TO DRAG OR DIG IN.

Brief of Accident (Continued)

File No. - 1001

4/20/85

SLIDELL, LA

A/C Reg. No. N93485

Time (Lc1) - 1400 CST

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

Finding(s)

1. LANDING GEAR, FLOAT ASSEMBLY - UNDETERMINED

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

Finding(s)

2. WEATHER CONDITION - UNFAVORABLE WIND
3. TERRAIN CONDITION - WATER, ROUGH

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

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

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

Updated AAB 87/02 p. 22-23

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1145 8/07/85 TALLULAH, LA A/C Reg. No. N962X Time (Lcl) - 1230 CDT

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

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

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

Make/Model - GRUMMAN G-164A	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 - 6075	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	TALLULAH, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 17000
SE LAND	Months Since - 6	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 10
		Last 30 Days- UNK/NR
		Last 90 Days- 200

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN AERIAL APPLICATION OPERATION, THE ENG LOST POWER & THE PLT MADE AN EMERGENCY LANDING IN A SOY BEAN FIELD. WHILE ON THE LANDING ROLL, THE ACFT NOSED OVER. THE OPERATOR REPORTED THAT HE DID NOT SEE OR SMELL ANY FUEL AROUND THE ACFT; HE BELIEVED THAT THE ENG LOST POWER FROM FUEL EXHAUSTION. DURING A POST-ACCIDENT TEST RUN, THE ENG OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 1145

8/07/85

TALLULAH, LA

A/C Reg. No. N962X

Time (Lcl) - 1230 CDT

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

Finding(s)

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

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

Occurrence #3 NOSE OVER
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. - 1044 3/30/85 ORANGE, MA A/C Reg. No. N43871 Time (Lc1) - 1215 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 -MANEUVERING					

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

Make/Model - TAYLORCRAFT BC12-D	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HARTFORD, CT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ORANGE, MA	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 18	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 102
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 100
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED HE WAS FLYING AT ABOUT 25 FT ABOVE WATER. AS THE ACFT CROSSED OVER A GRASS COVERED SAND BAR, THE GEAR ENCOUNTERED "SWAIL GRASS" & THE ACFT WAS "DRAGGED IN." THE PLT ALSO REPORTED THAT THE ACFT HAD ENCOUNTERED TURBULENCE; HOWEVER, A WITNESS REPORTED THE WIND WAS CALM.

Brief of Accident (Continued)

File No. - 1044

3/30/85

ORANGE,MA

A/C Reg. No. N43871

Time (Lcl) - 1215 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
3. TERRAIN CONDITION - SAND BAR
4. TERRAIN CONDITION - HIGH VEGETATION
5. 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) 2,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1048	3/31/85	PITTSFIELD, MA	A/C Reg. No. N386X	Time (Lc1) - 1610 EST
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-----Basic Information-----

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

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

Make/Model - MAULE M-5-235C	Eng Make/Model - LYCOMING O-540-J1A5D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	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	GAITHERSBURG, MD	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	PITTSFIELD, MA	PITTSFIELD MUNI
Wind Dir/Speed- 080/003 KTS	ATC/Airspace	Runway Ident - 08
Visibility - 6.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5000/ 100
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 6000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- FOG		SNOW - DRY
Precipitation - FREEZING RAIN		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 472
SE LAND, SE SEA	Months Since - 9	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 252
		Instrument- 102
		Last 30 Days- UNK/NR
		Last 90 Days- 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A PREFLT WX BRIEFING, THE PLT WAS ADVISED OF POSSIBLE MODERATE ICING IN CLOUDS FROM THE SURFACE TO 4000 FT. WHILE IN FLT, STRUCTURAL ICING CONDITIONS WERE ENCOUNTERED & RIME ICE ACCUMULATED ON THE WINDSHIELD. ALSO, CARB ICE CONDITIONS WERE ENCOUNTERED & FULL CARB HEAT WAS APPLIED. THE ACFT WAS GETTING NEAR THE DESTINATION, SO THE PLT ELECTED TO CONTINUE. HE TURNED THE CARB HEAT OFF FOR A SHORT WHILE, THEN ABOUT 8 MI FROM THE DESTINATION ARPT, HE TURNED IT BACK ON. AS THE ACFT APPROACHED THE ARPT, ICE BEGAN ACCUMULATING RAPIDLY ON THE WINGS, TIRES, STRUTS & WINDSHIELD. THE WINDSHIELD WAS ALMOST TOTALLY COVERED WITH ICE. AFTER ENTERING THE TRAFFIC PATTERN TO LAND, THE PLT TURNED BASE WITH ABOUT 16 INCHES OF MANIFOLD PRESSURE. AT ABOUT THAT TIME, THE ENG LOST POWER & WOULD NOT RESTART. AN EMERG LANDING WAS MADE IN A SMALL FIELD SHORT OF THE RWY WHERE THE GEAR COLLAPSED BEFORE THE ACFT STOPPED. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 1048

3/31/85

PITTSFIELD,MA

A/C Reg. No. N386X

Time (Lcl) - 1610 EST

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - ICING CONDITIONS
3. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - ICE
4. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
5. FUEL SYSTEM, CARBURETOR - ICE
6. CARBURETOR HEAT - INITIATED - PILOT IN COMMAND
7. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
8. CARBURETOR HEAT - NOT MAINTAINED - PILOT IN COMMAND
9. WEATHER CONDITION - RAIN
10. WING - ICE
11. FUSELAGE - ICE
12. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
13. FUEL SYSTEM, CARBURETOR - ICE
14. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

15. LIGHT CONDITION - DUSK
16. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #5 GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

17. LANDING GEAR - OVERLOAD

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,13,14

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,9,10,11,12,15,16

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1037 4/13/85 MANSFIELD,MA A/C Reg. No. N90862 Time (Lcl) - 1655 EST

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

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

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

Make/Model - BLANIK L-13	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 - 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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MANSFIELD
Wind Dir/Speed- 140/015 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 67	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1243
SE LAND	Months Since - 10	Make/Model- 9
GLIDER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 3
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE TURNED ONTO FINAL APCH AT ABOUT 500 FT AGL & THE PATTERN WAS NORMAL UNTIL HE WAS ABOUT 1/3 MI FROM THE RWY THRESHOLD. THE GLIDER THEN BEGAN TO SINK RAPIDLY. THE PLT REALIZED THAT HE WOULD BE UNABLE TO GLIDE TO THE RWY, SO HE DECIDED TO LAND AS SOON AS POSSIBLE TO AVOID A DITCH NEAR THE THRESHOLD. HE EXTENDED FULL SPOILERS & LANDED ON ROUGH TERRAIN. THE LEFT WING HIT A LARGE MOUND OF DIRT, DAMAGING THE GLIDER. THE PLT BELIEVED THAT HE MAY HAVE ENCOUNTERED WIND SHEAR.

Brief of Accident (Continued)

File No. - 1037

4/13/85

MANSFIELD,MA

A/C Reg. No. N90862

Time (Lc1) - 1655 EST

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
5. TERRAIN CONDITION - DIRT BANK

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1181 5/10/85 HANCOCK, MA A/C Reg. No. N3550V Time (Lcl) - 1745 EDT

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

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

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

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

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

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

Weather Data

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

Itinerary

Last Departure Point
TURNER FALLS, MA
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 - 70

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	776	Last 24 Hrs	-	5
Make/Model	-	177	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	34

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS UNDER CONTRACT TO THE MASSACHUSETTS STATE ENVIRONMENTAL DEPARTMENT. IT WAS BEING USED FOR AERIAL OBSERVATION OF FOREST FIRES & FOR THE DISPOSITION OF GROUND FIRE FIGHTING PERSONEL & EQUIPMENT. THE PLT REPORTED THAT WHILE HE WAS ATTEMPTING TO FIND A SUITABLE ACCESS ROAD, THE LANDING GEAR CONTACTED THE TOPS OF TREES. HE STATED THAT THE TERRAIN ROSE FASTER THAN THE ACFT WOULD CLIMB.

Brief of Accident (Continued)

File No. - 1181

5/10/85

HANCOCK, MA

A/C Reg. No. N3550V

Time (Lc1) - 1745 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. TERRAIN CONDITION - RISING
4. PROPER CLIMB RATE - NOT POSSIBLE -
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

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. - 1195 7/11/85 SAVOY, MA A/C Reg. No. N70LB Time (Lcl) - 1130 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

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

Make/Model - MAULE MX-7-235
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2500
No. of Seats - 5

Eng Make/Model - LYCOMING IO-540-W1A5D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
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- 240/006 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HARTFORD, CT
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

SAVOY
Runway Ident - 23
Runway Lth/Wid - 800/ 35
Runway Surface - DIRT
Runway Status - DRY

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

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

Age - 66
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - UNK/NR

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

Total - 2600
Make/Model- 52
Instrument- 200
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 42

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS ATTEMPTING TO LAND ON A DIRT RUNWAY APPROXIMATELY 800 FEET LONG WITH A SMALL DIRT EMBANKMENT AT THE THRESHOLD. DURING THE APPROACH, THE AIRCRAFT LANDED SHORT AND THE LANDING GEAR COLLIDED WITH THE EMBANKMENT. THE AIRCRAFT NOSED OVER AND CAME TO REST INVERTED ON THE RUNWAY.

Brief of Accident (Continued)

File No. - 1195

7/11/85

SAVOY,MA

A/C Reg. No. N70LB

Time (Lc1) - 1130 EDT

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

Finding(s)
1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - NOT ATTAINED -

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

Finding(s)
4. TERRAIN CONDITION - DIRT BANK

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1039 7/14/85 PROVINCETOWN,MA A/C Reg. No. N8210H Time (Lcl) - 1830 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	2
Accident Occurred During -LANDING					

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

Make/Model - PIPER PA-32R-301T	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 - 6500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point HYANNIS,MA	Airport Data PROVICETOWN
Method - TELEPHONE	Destination SAME AS ACC/INC	Runway Ident - 07
Completeness - PARTIAL,LMTD BY PILOT	ATC/Airspace	Runway Lth/Wid - 3498/ 100
Basic Weather - IMC	Type of Flight Plan - IFR	Runway Surface - ASPHALT
Wind Dir/Speed- 220/016 KTS	Type of Clearance - IFR	Runway Status - WET
Visibility - 2.000 SM	Type Apch/Lndg - ILS-COMPLETE	
Lowest Sky/Clouds - 200 FT PART OBS		
Lowest Ceiling - OBSCURED		
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1175
SE LAND,ME LAND,ME SEA	Months Since - 12	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 310
		Instrument- 272
		Last 30 Days- UNK/NR
		Last 90 Days- 38
		Multi-Eng - 115

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ARRIVAL, THE ACFT WAS VECTORED FOR AN ILS RWY 7 APCH WHICH WAS MADE WITH A TAIL WIND. ON HIS 1ST ATTEMPT, THE PLT MADE A MISSED APCH & WAS VECTORED FOR ANOTHER ILS. AFTER MAKING A 2ND APCH, HE LANDED. THE PLT STATED THAT WHILE HE WAS LANDING, HE MISTOOK THE RWY END LIGHTS & LIGHTS ON THE LOCALIZER ANTENNA AS LIGHTS ON ADDITIONAL RWY. WHEN HE RECOGNIZED THAT THERE WAS INSUFFICIENT RWY REMAINING, IT WAS TOO LATE TO GO AROUND. UNABLE TO STOP ON THE REMAINING RWY, THE ACFT CONTINUED OFF THE END & ONTO SOFT SANDY TERRAIN WHERE THE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1039

7/14/85

PROVINCETOWN, MA

A/C Reg. No. N8210H

Time (Lc1) - 1830 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - FOG
 3. WEATHER CONDITION - OBSCURATION
 4. WEATHER CONDITION - TAILWIND
 5. DISTANCE - MISJUDGED - PILOT IN COMMAND
 6. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 7. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

8. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
 9. TERRAIN CONDITION - SOFT
 10. LANDING GEAR - OVERLOAD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1113 7/24/85 WORCESTER, MA A/C Reg. No. N999RH Time (Lcl) - 1931 EDT

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

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

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

Make/Model - PIPER PA-30	Eng Make/Model - LYCOMING IO-320-B1A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	WORCESTER MUNI
Wind Dir/Speed- 200/007 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6999/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 4734
SE LAND,ME LAND	Months Since - 14	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 80
		Instrument- 328
		Multi-Eng - 828
		Last 30 Days- UNK/NR
		Last 90 Days- 203

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR (CFI) & STUDENT WERE PRACTICING TOUCH-&-GO LANDINGS. ON THE 4TH LANDING, THE APCH & TOUCHDOWN WERE MADE WITH FULL FLAPS EXTENDED. THE CFI BEGAN TO RETRACT THE FLAPS WHILE THE STUDENT APPLIED FULL POWER FOR TAKEOFF. THE ACFT BECAME AIRBORNE & BEGAN TO YAW TO THE LEFT. THE CFI TOOK CONTROL OF THE ACFT WHEN THE STUDENT COULD NO LONGER MAINTAIN DIRECTIONAL CONTROL. THE CFI THEN REDUCED POWER ON BOTH ENGS IN AN EFFORT TO LAND. THE ACFT COLLIDED WITH THE GROUND & BEGAN BURNING. THE CFI THOUGHT THAT THEY HAD EXPERIENCED A SPLIT FLAP CONDITION. HOWEVER, A VISUAL EXAM OF THE ACFT REVEALED THAT BOTH FLAPS WERE IN THE NEARLY FULL DOWN POSITION.

Brief of Accident (Continued)

File No. - 1113

7/24/85

WORCESTER,MA

A/C Reg. No. N999RH

Time (Lc1) - 1931 EDT

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

Finding(s)

1. TOUCH-AND-GO LANDING - INITIATED - DUAL STUDENT
2. LIFT-OFF - IMPROPER - DUAL STUDENT
3. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
4. AIRCRAFT HANDLING - NOT MAINTAINED - DUAL STUDENT
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
6. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)

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

Finding(s)

7. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND(CFI)
8. FLARE - NOT POSSIBLE -

-----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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1183 4/05/85 MITCHELLVILLE, MD A/C Reg. No. N2761W Time (Lcl) - 1545 EST

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

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

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

Make/Model - MOONEY M20E	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2575	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	HARRISBURG, PA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FREEWAY AIRPORT
Wind Dir/Speed- 200/018 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2150/ 30
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3200
SE LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 404
		Instrument- 760
		Last 30 Days- 10
		Last 90 Days- 15
		Multi-Eng - 900

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER EXPERIENCING A GUSTY CROSSWIND ON FINAL APPROACH TO RUNWAY 18, THE PILOT EMPLOYED STANDARD CROSSWIND LANDING TECHNIQUE. ONCE OVER THE THRESHOLD, POWER WAS REDUCED TO IDLE AND THE PILOT COMMENCED THE FLARE. DURING THE FLARE, A GUST OF WIND BLEW THE ALFT TO THE EAST AND THE PLT RESPONDED BY ADDING FULL POWER TO EXECUTE A GO-AROUND. HOWEVER THE LEFT WING IMPACTED A TAXIWAY MARKER, THE RIGHT WING TIP STRUCK THE GROUND TO THE LEFT OF THE RWY & THEN THE ACFT CARTWHEELED ONTO THE ASPHALT WHEN THE RIGHT WING TIP STRUCK THE RWY EDGE.

Brief of Accident (Continued)

File No. - 1183

4/05/85

MITCHELLVILLE, MD

A/C Reg. No. N2761W

Time (Lcl) - 1545 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 4. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
-

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

Finding(s)

5. 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1121 4/12/85 WOODBINE, MD A/C Reg. No. N494BZ Time (Lcl) - 1559 EST

-----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	0	0	0
Accident Occurred During -DESCENT					

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

Make/Model - JASTREB STANDARD CIRRUS	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 - 860	Engine Type - N/A		
No. of Seats - 1	Rated Power - N/A		

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	WOODBINE DROP ZONE
Wind Dir/Speed- 170/007 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
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 - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 232	Last 24 Hrs - 0
	Months Since - 4	Make/Model- 52	Last 30 Days- UNK/NR
GLIDER	Aircraft Type - 103	Instrument- 0	Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF, THE GLIDER WAS OBSERVED TO CLIMB AT AN UNUSUALLY STEEP ATTITUDE. THEN AT ABOUT 75 FT AGL (APRX 50 ABOVE THE TOW PLANE), THE GLIDER RELEASED FROM THE TOW ROPE. ACCORDING TO ONE WITNESS, THE ACFT MAINTAINED A NOSE HIGH ATTITUDE, THEN PITCHED NOSE DOWN, ROTATED TO THE LEFT & STRUCK THE GROUND WITH THE LEFT WING & NOSE. THE PLT WAS SERIOUSLY INJURED & COULD NOT RECALL DETAILS CONCERNING THE FLT. NO PREIMPACT PART FAILURE/MALFUNCTION WAS FOUND. THE MAJORITY OF THE PLT'S PREVIOUS EXPERIENCE WAS IN A GROB SAILPLANE WHICH HAD DIFFERENT HANDLING CHARACTERISTICS. DURING TAKEOFF IN THE STANDARD CIRRUS, ITS NOSE WOULD CHARACTERISTICALLY RISE BY ITSELF. HOWEVER, IN THE GROB, THE PLT SHOULD APPLY BACK PRESSURE ON THE ELEVATOR CONTROL TO ACHIEVE A NOSE HIGH ATTITUDE. THE PLT HAD NOT FLOWN THE STANDARD CIRRUS IN THE PREVIOUS 90 DAYS.

Brief of Accident (Continued)

File No. - 1121

4/12/85

WOODBINE,MD

A/C Reg. No. N494BZ

Time (Lc1) - 1559 EST

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

Finding(s)

1. ELEVATOR - IMPROPER USE OF - PILOT IN COMMAND
 2. PULL-UP - INADVERTENT -
 3. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE, HABIT INTERFERENCE - PILOT IN COMMAND
 5. ABORTED TAKEOFF
 6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 7. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1127 8/21/85 MILLINOCKET, ME A/C Reg. No. N3287Z Time (Lcl) - 1945 EDT

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

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

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

Make/Model - PIPER PA-18-95	Eng Make/Model - CONTINENTAL C-90	ELT Installed/Activated - YES/NO
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 90 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SOUTH TWIN LAKE
Wind Dir/Speed- 270/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - WATER - CHOPPY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 525
SE LAND	Months Since - 1	Make/Model- 525
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 61

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE WAS DEPARTING FROM SOUTH TWIN LAKE IN WINDS THAT WERE FROM 270 DEG AT 12 GUSTING 20 KTS. AFTER THE ACFT LIFTED OFF THE WATER, HE STARTED A SLIGHT TURN. HE STATED THAT AT ABOUT THAT TIME, A GUST OF WIND SIMULTANEOUSLY LIFTED THE NOSE & A WING, CAUSING THE ACFT TO STALL. SUBSEQUENTLY, IT TOUCHED DOWN ON THE LAKE & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 1127

8/21/85

MILLINOCKET, ME

A/C Reg. No. N3287Z

Time (Lcl) - 1945 EDT

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WATER, ROUGH
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
5. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
6. STALL - INADVERTENT -

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

Finding(s)

7. TERRAIN CONDITION - WATER, ROUGH

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1123 2/26/85 TRAVERSE CITY,MI A/C Reg. No. N1816M Time (Lcl) - 1908 EST

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

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

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

Make/Model	- BEECH A36	Eng Make/Model	- CONTINENTAL IO-520-BB	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 285 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - IN PERSON	ALPENA,MI	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	GAYLORD,MI	CHERRY CAPITOL
Wind Dir/Speed- 340/015 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 3.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6501/ 150
Lowest Sky/Clouds - 300 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 900 FT BROKEN	Type Apch/Lndg - ILS-COMPLETE	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----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 - 1665	Last 24 Hrs - 9
SE LAND,ME LAND	Months Since - 18	Make/Model- 136	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 359	Last 90 Days- 264
		Multi-Eng - 67	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, NO ICING PIREPS OR SIGMETS WERE RECEIVED DURING HIS PREFLT WX BRIEFING. HOWEVER, THE NWS BRIEFER STATED THAT HE TOLD HIM OF ONE PIREP & ONE SIGMET CONCERNING ICING THAT AFFECTED HIS PROPOSED ROUTE OF FLT. EN ROUTE TO HIS DESTINATION, THE PLT HAD TO DIVERT DUE TO LOW CEILINGS. HE THEN BEGAN TO NOTICE ICE ON HIS WINGS AS HE FLEW THRU HEAVY RAIN. HE BEGAN AN INSTRUMENT APPROACH WITH A ONE INCH BUILDUP OF ICE. AS THE ICING INCREASED, HE USED FULL POWER TO MAINTAIN A SAFE SPEED MARGIN. OVER THE APPROACH LIGHTS, HE REDUCED POWER SLIGHTLY & LOWERED THE GEAR. THE AIRSPEED DROPPED RAPIDLY & THE LEFT WING STALLED. SUBSEQUENTLY, THE ACFT IMPACTED A SNOW BANK APRX 40 FT SHORT OF THE RWY & WAS DAMAGED. AN EXAM OF THE ACFT REVEALED A ONE INCH THICK LAYER OF MIXED RIME & CLEAR ICE ON THE LEADING EDGES OF THE WINGS & TAIL SURFACES.

Brief of Accident (Continued)

File No. - 1123

2/26/85

TRAVERSE CITY, MI

A/C Reg. No. N1816M

Time (Lcl) - 1908 EST

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - BELOW APPROACH MINIMUMS
3. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
4. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
5. WEATHER CONDITION - RAIN
6. WEATHER CONDITION - ICING CONDITIONS
7. WING - ICE
8. STABILIZER - ICE

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

9. AIRCRAFT PERFORMANCE, LANDING CAPABILITY - DETERIORATED
10. STALL - INADVERTENT -

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

11. TERRAIN CONDITION - SNOWBANK

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

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

Factor(s) relating to this accident is/are finding(s) 2,5,6,8,9,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1043 4/07/85 PORT HURON, MI A/C Reg. No. N2135A Time (Lc1) - 1630 EST

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

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

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

Make/Model - PIPER PA-32RT-300T	Eng Make/Model - LYCOMING TIO-540-K1G5D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	DETROIT, MI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ST. CLAIR COUNTY
Wind Dir/Speed- UNK/NR		Runway Ident - 23
Visibility - 10.0 SM	ATC/Airspace	Runway Lth/Wid - 5100/ 100
Lowest Sky/Clouds - 3500 FT	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3500 FT BROKEN	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - VOR/TVOR	
Precipitation - NONE	GO AROUND	
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 890
SE LAND	Months Since - 10	Make/Model- 114
	Aircraft Type - UNK/NR	Instrument- 546
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER A PRACTICE INSTRUMENT APCH, THE PLT (PIC) ENTERED THE TRAFFIC PATTERN TO LAND ON RWY 23. WHILE IN THE PATTERN, THE AIR BECAME VERY TURBULENT. UNICOM REPORTED THE WIND WAS FROM 270 DEG AT 20 GUSTING 35 KTS. ON FINAL APCH WITH THE FLAPS FULLY EXTENDED, THE PLT INITIATED A GO-AROUND AT APRX 50 FT AGL & APPLIED POWER TO 36" MANIFOLD PRESSURE. HE STATED THAT THE AIRSPEED WAS APRX 110 KTS WHEN THE ACFT ENCOUNTERED A SEVERE VERTICAL DOWNWIND SHEAR, STRUCK THE GROUND APRX 10 FT WEST OF THE RWY, & HIT A RWY LIGHT. TWO WITNESSES NOTED THAT THE ACFT APPEARED SO SLOW ON FINAL APCH THAT THEY WENT TO THE UNICOM TO ADVISE THAT "THE WINDS WERE NOW 290 DEG AT 25 GUSTING TO 35." THEY SAID POWER WAS APPLIED & THE ACFT PITCHED NOSE DOWN. ALSO, A WITNESS REPORTED "HEAVY" WX APRX 10 TO 15 MI WEST OF THE ARPT, MOVING EAST, & RAIN BEGAN SHORTLY AFTER THE ACCIDENT. THE FLT MANUAL NOTED: WHEN POWER IS ADVANCED FOR A GO-AROUND FROM A LOW POWER, FULL FLAP APPROACH, A NOSE DOWN PITCH WILL OCCUR WHICH MUST BE COUNTERED WITH AFT CONTROL INPUT.

Brief of Accident (Continued)

File No. - 1043

4/07/85

PORT HURON, MI

A/C Reg. No. N2135A

Time (Lc1) - 1630 EST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - RAIN
3. WEATHER CONDITION - TURBULENCE
4. WEATHER CONDITION - UNFAVORABLE WIND
5. WEATHER CONDITION - CROSSWIND
6. WEATHER CONDITION - WINDSHEAR
7. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

8. GO-AROUND - DELAYED - PILOT IN COMMAND
9. AIRSPEED - NOT MAINTAINED -
10. DESCENT - INADVERTENT -

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

11. OBJECT - RUNWAY LIGHT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1198 6/02/85 MONTEVIDEO,MN A/C Reg. No. N6458S Time (Lcl) - 1830 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
NONE

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

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

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

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

ELT Installed/Activated - 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- 350/007 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 5500 FT SCATTERED
Lowest Ceiling - 20000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

MONTEVIDEO-CHIPPEWA
Runway Ident - 32
Runway Lth/Wid - 4000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 39
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 4132
Make/Model- 350
Instrument- 73
Multi-Eng - 360
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 90
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PURPOSE OF THE FLT WAS TO DEMONSTRATE THE ACFT TO A POSSIBLE BUYER. WHILE TAKING OFF, THE ENG LOST POWER SHORTLY AFTER THE ACFT LIFTED OFF AT ABOUT MID-FIELD. THE PLT ATTEMPTED TO TURN THE ACFT & LAND ON A CROSS-RUNWAY. HOWEVER, DUE TO HIS LOW SPEED & LOW ALT, HE WAS UNABLE TO ALIGN THE ACFT WITH THE RWY. THE ACFT WAS LANDED IN GRASS WHERE IT SUBSEQUENTLY NOSED OVER. THE ENG HAD ONLY 1 HR OF FLT TIME SINCE IT HAD BEEN OVERHAULED. DURING THE OVERHAUL, A FACET AEROSPACE CARBURETOR FLOAT KIT, NUMBER 666-915, HAD BEEN INSTALLED IN THE MARVEL SCHEBLER CARBURETOR BY THE PLT/OWNER, WHO WAS ALSO AN A&P MECHANIC. AN EXAM REVEALED THAT SERVICE BULLETIN NUMBER A1-84A WAS NOT COMPLIED WITH, THE FLOAT DROP WAS NOT ADJUSTED PROPERLY, FUEL FLOW WAS LOW, THE THROTTLE SHAFT WAS LOOSE, THE ACCELERATOR PUMP WAS DRY ROTTED & CRACKED, & THE BUTTERFLY VALVE WAS INSTALLED UPSIDE DOWN.

Brief of Accident (Continued)

File No. - 1198

6/02/85

MONTEVIDEO,MN

A/C Reg. No. N6458S

Time (Lcl) - 1830 CDT

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

Finding(s)

1. FUEL SYSTEM,CARBURETOR - IMPROPER
 2. MAINTENANCE,INSTALLATION - IMPROPER - COMPANY MAINTENANCE PSNL
 3. MAINTENANCE,SERVICE BULLETINS - NOT PERFORMED - COMPANY MAINTENANCE PSNL
 4. MAINTENANCE,CALIBRATION - IMPROPER - COMPANY MAINTENANCE PSNL
-

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

Occurrence #3 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1129 4/15/85 DEXTER, MO A/C Reg. No. N9826P Time (Lcl) - 1408 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
Type of Operation	-INSTRUCTIONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	1	0	0
Accident Occurred During	-MANEUVERING	NONE	Pass 0	0	0	0

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

Make/Model	- PIPER PA-25-235	Eng Make/Model	- LYCOMING O-540-B2C5	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 235 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- 320/005 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">DEXTER, MO</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 38</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 7</p> <p style="padding-left: 20px;">Aircraft Type - C-172</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 407</p> <p style="padding-left: 20px;">Make/Model- 14</p> <p style="padding-left: 20px;">Instrument- 75</p> <p style="padding-left: 20px;">Last 24 Hrs - 1</p> <p style="padding-left: 20px;">Last 30 Days- 14</p> <p style="padding-left: 20px;">Last 90 Days- 40</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS MAKING A SWATH RUN WHILE ON AN AERIAL APPLICATION TRAINING FLT. DURING A PULL-UP AT THE END OF THE SWATH RUN, THE RGT WING STRUCK THE TOPS OF 3 WILLOW TREES. THE ACFT THEN ENTERED A RGT ROLL, STRUCK AN ELECTRICAL POWER LINE, ROLLED INVERTED & IMPACTED THE GROUND ON THE NOSE & LEFT WING. INITIAL IMPACT WITH THE TREES OCCURRED WHILE THE ACFT WAS ON AN EASTERLY HEADING WITH A QUARTERING TAIL WIND FROM THE NORTHWEST AT 5 TO 7 KTS.

Brief of Accident (Continued)

File No. - 1129

4/15/85

DEXTER,MO

A/C Reg. No. N9826P

Time (Lc1) - 1408 CDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - TAILWIND
3. OBJECT - TREE(S)
4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1122 6/25/85 RUSHVILLE, MO A/C Reg. No. N704ZS Time (Lcl) - 1910 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	0	0	1	0
Accident Occurred During	-LANDING			0	0	1	0

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

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL D-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1250	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/007 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point ATCHISON, KS</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - 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>PRIVATE</p> <p>SE LAND</p>	<p>Age - 70</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 19</p> <p>Aircraft Type - C-150</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 300</p> <p>Make/Model- 200</p> <p>Instrument- 3</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 7</p>
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Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER THE PLT DEPARTED ON A FLT, THE ENG LOST POWER WHILE THE ACFT WAS CRUISING AT 1800 FT MSL OVER HILLY TERRAIN. THE PLT REPORTED THAT THE ENG SPEED DROPPED TO 800 RPM & HE WAS UNABLE TO CORRECT THE SITUATION. DURING A FORCED LANDING ON SOFT TERRAIN, THE ACFT ENCOUNTERED A DITCH & NOSED OVER. AN EXAM OF THE ACFT REVEALED THAT A SELF LOCKING, NAS679A3, SAFETY NUT HAD SEPARATED & THE RESPECTIVE BOLT HAD BACKED OUT, DISCONNECTING THE THROTTLE LINKAGE. THE NUT HAD 2569 OPERATIONAL HRS IN SERVICE & THE ACFT HAD FLOWN 44 HRS SINCE THE LAST ANNUAL INSPECTION. CESSNA SERVICE LETTER, SE 76-6, DATED 4/16/79, RECOMMENDED THAT THE NAS679A3 NUT BE REPLACED BY AN AN310 CASTELLATED NUT & COTTER PIN. AS OF THE DATE OF THE ACCIDENT, NO AIRWORTHINESS DIRECTIVE HAD BEEN ISSUED TO REQUIRE THE CHANGE.

Brief of Accident (Continued)

File No. - 1122

6/25/85

RUSHVILLE,MO

A/C Reg. No. N704ZS

Time (Lc1) - 1910 CDT

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

Finding(s)

1. THROTTLE/POWER LEVER, LINKAGE - DISCONNECTED
2. MAINTENANCE, SERVICE BULLETINS - NOT FOLLOWED - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 NOSE OVER
Phase of Operation LANDING

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE
4. TERRAIN CONDITION - SOFT
5. TERRAIN CONDITION - DITCH

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1034 7/03/85 POINT LOOKOUT, MO A/C Reg. No. N8654N Time (Lcl) - 2130 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	3

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

Make/Model - PIPER PA-32-300
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-K1A5
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- 210/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
OKLAHOAM CITY, KS
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

GRAHAM CLARK
Runway Ident - 29
Runway Lth/Wid - 3600/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 42
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - PA-32

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

Total	- 360	Last 24 Hrs	- UNK/NR
Make/Model-	360	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	20
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING AT DUSK, THE ACFT TOUCHED DOWN HARD & BOTH MAIN GEAR COLLAPSED REARWARD. A WING FUEL TANK WAS PUNCTURED, BUT NO FIRE ERUPTED.

Brief of Accident (Continued)

File No. - 1034

7/03/85

POINT LOOKOUT, MO

A/C Reg. No. N8654N

Time (Lcl) - 2130 CDT

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

Finding(s)
1. LIGHT CONDITION - DUSK
2. FLARE - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

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

Finding(s)
4. LANDING GEAR, MAIN GEAR - OVERLOAD

----Probable Cause----

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

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. - 1031 7/04/85 ELDON,MO A/C Reg. No. N6939N Time (Lcl) - 1730 CDT

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

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

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

Make/Model - CESSNA 210	Eng Make/Model - CONTINENTAL TS10-520-L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	LAMAR,MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ELDON MODEL AIRPARK
Wind Dir/Speed- 210/013 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3180/ 45
Lowest Sky/Clouds - 10000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2050
SE LAND	Months Since - 10	Last 24 Hrs - 2
	Aircraft Type - C-T210	Make/Model- 1050
		Last 30 Days- UNK/NR
		Instrument- 55
		Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING AN APCH TO LAND, HE FORGOT TO EXTEND THE LANDING GEAR & LANDED WITH THE GEAR RETRACTED. HE DID NOT RECALL HEARING THE GEAR WARNING HORN; HOWEVER, A CHECK OF THE LANDING GEAR SYS DID NOT REVEAL ANY MALFUNCTION.

Brief of Accident (Continued)

File No. - 1031

7/04/85

ELDON, MO

A/C Reg. No. N6939N

Time (Lcl) - 1730 CDT

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

Finding(s)

1. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
2. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1028 7/15/85 SPRINGFIELD,MO A/C Reg. No. N5424W Time (Lcl) - 1630 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

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

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

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

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 140/004 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 4000 FT
Lowest Ceiling - 4000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - RAIN SHOWERS
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ABILENE, TX
Destination
SPRINGFIELD, MO

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
PRECAUTIONARY LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

UNKNOWN
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 50
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	5500
Make/Model-	99
Instrument-	850
Multi-Eng -	600
Last 24 Hrs -	4
Last 30 Days-	UNK/NR
Last 90 Days-	21

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A WX BRIEFING, THE PLT WAS ADVISED OF POSSIBLE THUNDERSTORMS AT HIS DESTINATION. WHILE EN ROUTE, HE WAS TOLD THAT THUNDERSTORM ACTIVITY AT HIS DESTINATION WAS CONFIRMED BY RADAR. DURING THE LAST 40 MIN OF THE FLT, THE PLT FLEW PAST APRX 15 ARPTS WHERE HE COULD HAVE LANDED IN VFR CONDITIONS. DURING ARRIVAL, THE ARPT WAS WELL BELOW VFR MINIMUMS. SINCE THE ACFT WAS LOW ON FUEL, THE PLT ELECTED TO MAKE A PRECAUTIONARY LANDING IN A FIELD. DURING THE ROLL-OUT THE ACFT STRUCK A BARBED WIRE FENCE & TWO FENCE POSTS.

Brief of Accident (Continued)

File No. - 1028

7/15/85

SPRINGFIELD,MO

A/C Reg. No. N5424W

Time (Lc1) - 1630 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
 2. WEATHER CONDITION - LOW CEILING
 3. WEATHER CONDITION - RAIN
 4. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. FLUID,FUEL - LOW LEVEL
 6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 7. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 8. OBJECT - FENCE
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1029 7/20/85 LEE'S SUMMIT,MO A/C Reg. No. N11152 Time (Lcl) - 1800 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	NONE					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -STANDING			0	0	0	1
				1	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150L	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MCCOMAS-LEE'S SUMMIT MUNI
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 303
SE LAND	Months Since - 12	Make/Model- 150
	Aircraft Type - C-172	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 10
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DISCHARGED ONE PASSENGER WITHOUT STOPPING THE ENG & MOTIONED TO THE NEXT PASSENGER (HIS WIFE) TO COME AROUND FROM THE FRONT OF THE AIRPLANE. SUBSEQUENTLY, HIS WIFE WALKED INTO THE PROPELLER & RECEIVED A SERIOUS INJURY TO HER ARM.

Brief of Accident (Continued)

File No. - 1029

7/20/85

LEE'S SUMMIT, MO

A/C Reg. No. N11152

Time (Lc1) - 1800 CDT

Occurrence PROPELLER/ROTOR CONTACT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. SUPERVISION - INADEQUATE - PILOT IN COMMAND
2. UNSAFE/HAZARDOUS CONDITION - INATTENTIVE - PASSENGER

----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. - 1035 7/24/85 FENTON,MO A/C Reg. No. N32JG Time (Lcl) - 1645 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -TEST FLT	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -MANEUVERING			0	0	0	0

-----Aircraft Information-----

Make/Model - JAMES GRESS QUICKIE	Eng Make/Model - ONAN B48GA018/1A	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 18 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FENTON,MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	WEISS
Wind Dir/Speed- 150/009 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3045/ 40
Lowest Sky/Clouds - 35000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 247
SE LAND	Months Since - 1	Last 24 Hrs - 0
	Aircraft Type - C-172	Make/Model- 42
		Last 30 Days- UNK/NR
		Instrument- 11
		Last 90 Days- 37

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TAKING OFF, THE PLT NOTED A PARTIAL LOSS OF ENG POWER DURING THE INITIAL CLIMB. HE WAS UNABLE TO MAINTAIN ALT & TRIED TO MANEUVER AROUND TREES NEAR THE DEPARTURE END OF THE RWY. HOWEVER, THE ACFT DESCENDED INTO THE TREE TOPS, THEN CRASHED ONTO THE ROOF OF A RESIDENTIAL BUILDING. AN EXAM OF THE ENG REVEALED THAT ONE CYLINDER HEAD GASKET WAS LEAKING DURING ENG OPERATION, PROVIDING INSUFFICIENT COMPRESSION TO THAT CYLINDER & A REDUCTION OF POWER. THE ENG HAD ONLY 2 CYLINDERS.

Brief of Accident (Continued)

File No. - 1035

7/24/85

FENTON,MO

A/C Reg. No. N32JG

Time (Lcl) - 1645 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - LEAK
2. ENGINE ASSEMBLY,OTHER - LOW COMPRESSION

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

3. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. OBJECT - RESIDENCE

----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. - 1060 8/03/85 CAPE GIRARDEAU,MO A/C Reg. No. N54666 Time (Lcl) - 1845 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 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 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- 100/008 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - 25000 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
PERRYVILLE,MO
Destination
CAPE GIRARDEAU,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 - PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 43
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 96	Last 24 Hrs	- UNK/NR
Make/Model-	96	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	11
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A SOLO X-COUNTRY FLT, THE STUDENT PLT BECAME LOST/DISORIENTED. WHEN THE ACFT'S FUEL LEVEL BECAME LOW AT DUSK, THE STUDENT ELECTED TO LAND ON A GRAVEL ROAD. AS THE ACFT WAS ON THE LANDING ROLL-OUT, THE LEFT WING STRUCK A BRACE WIRE FOR A POWER LINE POLE. THE ACFT THEN SPUN AROUND ABOUT 180 DEG & CAME TO REST IN A DITCH. THE ACCIDENT OCCURRED APRX 5 MI FROM THE DESTINATION ARPT. THE STUDENT ADMITTED THAT HE SHOULD HAVE USED HIS RADIO TO OBTAIN ASSISTANCE.

Brief of Accident (Continued)

File No. - 1060

8/03/85

CAPE GIRARDEAU, MO

A/C Reg. No. N54666

Time (Lc1) - 1845 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
4. RADIO COMMUNICATIONS - NOT USED -
5. LIGHT CONDITION - DUSK
6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
7. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
8. OBJECT - GUY WIRE
9. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL DETECTION - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1105 8/10/85 VERSAILLES,MO A/C Reg. No. N17351 Time (Lcl) - 0930 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire Crew Pass
NONE

-----Aircraft Information-----

Make/Model - RYAN AERONAUTICAL ST-A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - MENASCO PIRATE C4S
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 350/009 KTS
Visibility - 1.500 SM
Lowest Sky/Clouds -
Lowest Ceiling - 400 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - DRIZZLE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SPRINGFIELD,MO
Destination
BOONVILLE,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)
PRIVATE
SE LAND

Age - 63
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 800	Last 24 Hrs	- 1
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	15
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OF ANOTHER (ACCOMPANYING) ACFT, HAD BRIEFED THE PLT OF N17351, ON WX THAT COULD BE EXPECTED EN ROUTE. INSTEAD OF FOLLOWING THE OTHER ACFT AS HE HAD BEEN BRIEFED, THE PLT OF N17351 GOT IN THE LEAD. WHILE EN ROUTE, HE WAS OBSERVED TO FLY UNDER THE EDGE OF CLOUDS FROM WHICH HE DID NOT RETURN. A GROUND WITNESS SAW HIM COME OUT OF A LOW CEILING IN APRX A 45 DEG NOSE DOWN ATTITUDE & IMPACT IN AN OPEN FIELD. NEITHER THE ACFT NOR THE PLT WERE CERTIFIED FOR FLT IN INSTRUMENT CONDITIONS.

Brief of Accident (Continued)

File No. - 1105

8/10/85

VERSAILLES,MO

A/C Reg. No. N17351

Time (Lc1) - 0930 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - CLOUDS
 3. WEATHER CONDITION - LOW CEILING
 4. WEATHER CONDITION - FOG
 5. WEATHER CONDITION - RAIN
 6. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)

7. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 8. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND
 9. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6,7,8

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1200 8/16/85 LEE'S SUMMIT, MO A/C Reg. No. N4772R Time (Lc1) - 2100 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	-LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA 172RG	Eng Make/Model	- LYCOMING IO-360-F1A6	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2650	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 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	LOCAL	MCCOMAS-LEE'S SUMMIT MUNI
Wind Dir/Speed	- 080/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 5.0 SM	Type of Flight Plan	- 18
Lowest Sky/Clouds	- 1300 FT SCATTERED	Type of Clearance	- 3000/ 60
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 61	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total	- 663
SE LAND	Months Since - 16	Make/Model	- 84
	Aircraft Type - 172RG	Instrument	- 144
		Multi-Eng	- UNK/NR
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- 31
		Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT THE ENG START & RUN-UP WERE NORMAL BEFORE HE TOOK OFF ON A NIGHT CURRENCY & PROFICIENCY FLT. AFTER 2 NORMAL TAKEOFFS & FULL STOPS, HE MADE A 3RD TAKEOFF. HE CLIMBED TO 1000 FT AGL ON A X-WIND LEG, REDUCED POWER TO 20" MANIFOLD PRESSURE & MOVED CARB HEAT CONTROL "ON" & INITIATED A TURN. WHILE TURNING, THE ENG SUDDENLY STOPPED. UNABLE TO REACH THE RWY, THE PLT LANDED IN A SOFT, MUSHY MILO FIELD AT NIGHT. DURING THE LANDING, THE ACFT NOSED OVER. AN EXAM REVEALED THE CARB HEAT SHROUD HAD BROKEN OFF ITS MOUNTING ATTACHMENT. ALSO, THE FLEXIBLE HOSE FROM THE CARB HEAT AIR SHROUD TO THE CARB WAS ALMOST COLLAPSED. ADDITIONALLY, THE TEMP & DEW POINT WERE 78 & 73 DEGS, RESPECTFULLY. ACCORDING TO ICING PROBABILITY CHARTS, CONDITIONS WERE CONDUCTIVE TO CARB ICE.

Brief of Accident (Continued)

File No. - 1200

8/16/85

LEE'S SUMMIT, MO

A/C Reg. No. N4772R

Time (Lcl) - 2100 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. CARBURETOR HEAT CONTROL - FAILURE, TOTAL
2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
3. CARBURETOR HEAT - ATTEMPTED - PILOT IN COMMAND
4. CARBURETOR HEAT - NOT POSSIBLE -
5. FUEL SYSTEM, CARBURETOR - ICE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING

Finding(s)

6. LIGHT CONDITION - DARK NIGHT
7. TERRAIN CONDITION - CROP
8. TERRAIN CONDITION - SOFT
9. TERRAIN CONDITION - WET

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) 1,5

Factor(s) relating to this accident is/are finding(s) 2,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1162 8/17/85 SEDALIA,MO A/C Reg. No. N3951U Time (Lc1) - 1640 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -SIGHT-SEEING
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	1	0	1

-----Aircraft Information-----

Make/Model - BELL 47G-2A
Landing Gear - SKID
Max Gross Wt - 2850
No. of Seats - 3

Eng Make/Model - LYCOMING VO-435-A1B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 200 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/007 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI
SE LAND,ME LAND,SE SEA
HELICOPTER

Age - 30

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - HS-125

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 6684	Last 24 Hrs	- 6
Make/Model-	1200	Last 30 Days-	UNK/NR
Instrument-	629	Last 90 Days-	151
Multi-Eng -	5185	Rotorcraft -	1200

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PLT WAS TAKING 2 PASSENGERS ON A HELICOPTER RIDE AT A FAIR. IMMEDIATELY AFTER LIFT-OFF, HE ENCOUNTERED A SITUATION WHERE HE WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL, SO HE REDUCED POWER & LANDED. BEFORE COMING TO REST, THE TAIL OF THE HELICOPTER STRUCK A VAN. AN INVESTIGATION REVEALED THAT THE INNER BEARING (PN 47-620-605-001) OF THE TAIL ROTOR DRIVE HAD FAILED, THEN THE DRIVE SHAFT FAILED. AD 81-04-03, AMENDMENT 39-4029 BECAME EFFECTIVE ON 2/2/81 TO REPLACE THE BEARING IN THE NEXT 600 HRS OF SERVICE. HOWEVER, THE HELICOPTER HAD ACCUMULATED LESS THAN 600 HRS SINCE THAT DATE.

Brief of Accident (Continued)

File No. - 1162

8/17/85

SEDALIA,MO

A/C Reg. No. N3951U

Time (Lc1) - 1640 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF

Finding(s)
1. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT BEARING - FAILURE, TOTAL
2. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - OVERLOAD

Occurrence #2 FORCED LANDING
Phase of Operation TAKEOFF

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

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

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1178 8/30/85 CAMDENTON, MO A/C Reg. No. N3240J Time (Lcl) - 1400 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
	Fire	Crew	Serious	Minor	None
Type of Operation -PERSONAL	NONE	Pass	0	0	1
Flight Conducted Under -14 CFR 91			0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150G	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FAYETTEVILLE, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CALIFORNIA, MO	CAMDENTON MEM
Wind Dir/Speed- 230/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 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 - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 300
SE LAND	Months Since - 28	Make/Model- 300
	Aircraft Type - 150	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 50
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT AND SON WERE ON A PERSONAL CROSS-COUNTRY FLIGHT WHEN THE ENGINE QUIT. THE AIRPLANE NOSED FORWARD TO THE INVERTED POSITION DURING THE LANDING ROLL. THE REASON FOR THE ENGINE FAILURE COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 1178

8/30/85

CAMDENTON,MO

A/C Reg. No. N3240J

Time (Lc1) - 1400 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 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. - 1026 4/14/85 CASVILLE JUCT, NC A/C Reg. No. N2580F Time (Lcl) - 2038 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	0	0	0	1	0
Pass	0	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Crew
Pass
NONE

-----Aircraft Information-----

Make/Model - CHAMPION 7GCAA
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 030/004 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 7000 FT
Lowest Ceiling - 7000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - DRIZZLE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
STONE MOUNTAIN, GA
Destination
DANVILLE, VA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 23
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	2500	Last 24 Hrs	-	3
Make/Model	-	600	Last 30 Days	-	UNK/NR
Instrument	-	450	Last 90 Days	-	250
Multi-Eng	-	1400			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A PERSONAL X-COUNTRY FLT, THE ACFT LOST POWER & THE PLT ATTEMPTED A LANDING ON A ROAD. DURING THE ATTEMPTED LANDING, THE ACFT STRUCK A GUY WIRE & CRASHED INVERTED ON THE ROAD. A POST CRASH EXAM REVEALED THAT APRX 1.5 PINTS OF FUEL WAS IN THE ACFT FUEL SYSTEM. ALTHOUGH THE ACFT WAS INVERTED, THERE WAS NO EVIDENCE OF FUEL LEAKAGE OR SPILLAGE. THE PLT STATED THAT HE HAD FLOWN THE SAME ROUTE 5 TIMES IN THE PAST WITHOUT INCIDENT. TWO DAYS PRIOR TO THE ACNT, THE PLT SERVICED THE ACFT TO ITS FULL CAPACITY OF 40 GALS. HE DID NOT VISUALLY CHECK THE FUEL QUANTITY PRIOR TO DEPARTING STONE MOUNTAIN, GA. THE PLT FELT THAT HE WAS "TOO LAX" BECAUSE HE DID NOT VISUALLY CHECK THE FUEL QUANTITY.

Brief of Accident (Continued)

File No. - 1026

4/14/85

CASVILLE JUXT,NC

A/C Reg. No. N2580F

Time (Lc1) - 2038 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. FLUID,FUEL - EXHAUSTION
 4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
 6. OBJECT - WIRE,TRANSMISSION
-

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1025 6/30/85 HATTERAS, NC A/C Reg. No. N6393L Time (Lcl) - 1003 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - AMERICAN AA-1A	Eng Make/Model - LYCOMING O-235-C2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 108 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	WOODBIDGE, VA	BILLY MITCHELL
Basic Weather - VMC		Runway Ident - 06
Wind Dir/Speed- 090/014 KTS	ATC/Airspace	Runway Lth/Wid - 3000/ 76
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - MACADAM
Lowest Sky/Clouds - 2000 FT	Type of Clearance - NONE	Runway Status - WET
Lowest Ceiling - 2000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	
Obstructions to Vision- NONE	PRECAUTIONARY LANDING	
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2378
SE LAND, ME LAND	Months Since - 3	Make/Model- 358
	Aircraft Type - UNK/NR	Instrument- 604
		Multi-Eng - 1010
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 49

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A FLT TO HATTERAS, NC, THE ENG RAN ROUGH, SO AFTER LANDING, THE PLT GOT AN AUTO MECHANIC TO REMOVE THE SPARK PLUGS. THE LOWER PLUGS ON THE LEFT SIDE WERE LEAD FOWLED & WERE CLEANED WITH A WIRE BRUSH. DURING TAKEOFF ON THE NEXT FLT, THE ENG LOST PARTIAL POWER SHORTLY AFTER LIFT-OFF. THE PLT WANTED TO LAND ON A BEACH STRAIGHT AHEAD, BUT THERE WAS A RAIN SHOWER & REDUCED VISIBILITY IN THAT DIRECTION. THEREFORE, HE REMAINED IN THE TRAFFIC PATTERN, BUT WAS UNABLE TO CLIMB ABOVE 200 FT. WHILE MANEUVERING FOR ALIGNMENT WITH THE RWY, HE MADE A STEEP TURN & LOST ALTITUDE. SUBSEQUENTLY, THE ACFT CRASH LANDED SHORT OF THE RWY. AN EXAM OF THE ENG REVEALED LEAD BUILD-UPS ON THE SPARK PLUGS & LOW COMPRESSION IN THE #1 & #4 CYLINDERS. WHILE AT HATTERAS, THE ACFT HAD BEEN SERVICED WITH AUTO FUEL, BUT IT DID NOT HAVE AN STC FOR AUTO GASOLINE.

Brief of Accident (Continued)

File No. - 1025

6/30/85

HATTERAS, NC

A/C Reg. No. N6393L

Time (Lc1) - 1003 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. MAINTENANCE - INADEQUATE -
 2. ENGINE ASSEMBLY, OTHER - LOW COMPRESSION
 3. IGNITION SYSTEM, SPARK PLUG - LEADED PLUGS
 4. FLUID, FUEL GRADE - IMPROPER
 5. AIRCRAFT SERVICE - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

6. WEATHER CONDITION - RAIN
 7. PROPER ALTITUDE - NOT MAINTAINED -
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1085

7/09/85

ALBEMARLE, NC

A/C Reg. No. N450Z

Time (Lcl) - 1630 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Injuries		
		Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - WILLIAM G. CLOANINGER VARI-EZE Eng Make/Model - LYCOMING O-235
Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1
Max Gross Wt - UNK/NR Engine Type - RECIPROCATING-CARBURETOR
No. of Seats - 2 Rated Power - 115 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/005 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
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

STANLEY COUNTY
Runway Ident - 04
Runway Lth/Wid - 4400/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----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	-	235	Last 24 Hrs	-	UNK/NR
Make/Model	-	26	Last 30 Days	-	UNK/NR
Instrument	-	4	Last 90 Days	-	26

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE INITIAL CLIMB AFTER TAKEOFF, THE ENG LOST POWER AS THE PLT MADE A LEFT TURN. HE TRIED TO GLIDE BACK TO THE RWY, BUT WAS UNABLE. THE ACFT WAS LANDED IN A FIELD ABOUT 300 YDS SHORT OF THE RWY. DURING THE LANDING, ALL 3 GEAR WERE TORN OFF THE ACFT, AND THE FUSELAGE, A FUEL TANK & THE CANOPY WERE CRACKED. THE PLT STATED THAT THE ACCIDENT WAS CAUSED BY WATER IN THE CARBURETOR. ALSO HE STATED THAT HE HAD CHECKED BOTH FUEL TANKS BEFORE HE TOOK OFF; AFTER THE ACNT, HE CHECKED THE FUEL BOWL & IT WAS FULL OF WATER.

Brief of Accident (Continued)

File No. - 1085

7/09/85

ALBEMARLE, NC

A/C Reg. No. N450Z

Time (Lc1) - 1630 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - WATER
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - OPEN FIELD
-

Occurrence #4 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1086 7/14/85 STATESVILLE, NC A/C Reg. No. N12334 Time (Lcl) - 1000 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 - CESSNA 172 M	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CHARLOTTE, NC	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	
Wind Dir/Speed- 260/003 KTS	ATC/Airspace	Runway Ident - 27
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 1600/ 60
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 800 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
Obstructions to Vision- FOG	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 125
SE LAND	Months Since - 8	Last 24 Hrs - 1
	Aircraft Type - C-172	Make/Model- 58
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EN ROUTE, THE PLT ENCOUNTERED REDUCED VISIBILITY & HAD DIFFICULTY FINDING THE AIRSTRIIP. HIS 1ST APCH TO LAND WAS HIGH & HE MADE A GO-AROUND. THE PLT LANDED ON HIS 2ND ATTEMPT, BUT WAS UNABLE TO STOP ON THE WET GRASS RWY. HE DELAYED ATTEMPTING A GO-AROUND UNTIL THERE WAS INSUFFICIENT RWY REMAINING TO CLEAR POWER LINES AT THE DEPARTURE END. SUBSEQUENTLY, THE ACFT WENT OFF THE RIGHT END OF THE RWY & THE LEFT WING HIT A SMALL TREE BEFORE THE ACFT STOPPED. ABOUT 40 MI SOUTH AT CHARLOTTE, NC, THE WX WAS, IN PART: 800 FT BROKEN, VISIBILITY 4 MI WITH FOG, WIND 260 DEG AT 3 KTS.

Brief of Accident (Continued)

File No. - 1086

7/14/85

STATESVILLE, NC

A/C Reg. No. N12334

Time (Lcl) - 1000 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

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) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1073 7/30/85 MINOT,ND A/C Reg. No. 1041B Time (Lcl) - 1315 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-POSITIONING	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-DESCENT					1

-----Aircraft Information-----

Make/Model	- BELL 47G-4A	Eng Make/Model	- LYCOMING VO-540-B1B3	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2950	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	Rated Power	- 280 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</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p> <p>HELICOPTER</p>	<p>Age - 51</p> <p>Biennial Flight Review</p> <p>Current - NO</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - NO MEDICAL</p> <p>Flight Time (Hours)</p> <p>Total - UNK/NR</p> <p>Make/Model- 1100</p> <p>Instrument- 0</p>	<p>Last 24 Hrs - 0</p> <p>Last 30 Days- 0</p> <p>Last 90 Days- 0</p> <p>Rotorcraft - 1100</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ENGAGED BY A DEPUTY SHERIFF TO FLY THE HELICOPTER ABOUT 2-1/2 MI TO THE MINOT INTL ARPT FOR IMPOUNDMENT. DURING TAKEOFF, IT BEGAN CLIMBING, THEN THE PLT LOST CONTROL & THE HELICOPTER ENTERED A DESCENT & CRASHED. INITIAL IMPACT OCCURRED ABOUT 35 FT FROM THE DEPARTURE POINT. DURING IMPACT, THE TAIL BOOM SEPARATED, THE MAIN ROTOR BLADES WERE DAMAGED, THE SKIDS WERE BENT & THE FRONT OF THE GLASS CANOPY WAS BROKEN. THE PLT INDICATED THAT HE HAD 1100 HRS TOTAL TIME IN THIS MAKE & MODEL OF HELICOPTER, BUT HAD NOT FLOWN IN THE LAST 90 DAYS. HE HAD A RECENT MEDICAL EXAM, BUT THE MEDICAL EXAMINER DID NOT ISSUE A CERTIFICATE. DURING AN EXAM OF THE HELICOPTER & A SUBSEQUENT ENG RUN, NO MALFUNCTION OR FAILURE WAS FOUND THAT WOULD HAVE CONTRIBUTED TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1073

7/30/85

MINOT,ND

A/C Reg. No. 1041B

Time (Lc1) - 1315 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE,QUALIFICATION - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
 4. DESCENT - UNCONTROLLED -
-

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) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1030 7/27/85 NORTH LOUP,NE A/C Reg. No. N9973Q Time (Lcl) - 1645 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 1	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-200-D	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 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	SCOTIA,NE	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 190/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling -	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - UNK/NR
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED FLYING LOW OVER THE GROUND IN THE VICINITY OF WHERE IT EVENTUALLY CRASHED. A WITNESS APRX 1/2 MI FROM THE CRASH SITE NOTICED THE PLANE FLYING LOW OVER A CORN FIELD AS THOUGH THE STUDENT PLT WAS PRACTICING AG-ACFT TYPE SWATH RUNS. (THE ACFT WAS NOT EQUIPPED FOR SUCH OPERATIONS). AT THE END OF EACH SWATH RUN, THE ACFT WAS OBSERVED TO PULL UP SHARPLY. AFTER THE LAST PULL-UP, IT ROTATED 180 DEG AT THE TOP OF THE MANEUVER, THEN DESCENDED & IMPACTED THE GROUND WHERE IT BURNED & WAS DEMOLISHED BY FIRE. AN EXAM OF THE WRECKAGE REVEALED THAT THE FLT CONTROL CONNECTIONS WERE INTACT. THERE WAS EVIDENCE THAT THE ACFT IMPACTED IN A NEAR VERTICAL DESCENT.

Brief of Accident (Continued)

File No. - 1030

7/27/85

NORTH LOUP, NE

A/C Reg. No. N9973Q

Time (Lc1) - 1645 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. LOW PASS - PERFORMED - PILOT IN COMMAND
5. PULL-UP - INITIATED - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OSTENTATIOUS DISPLAY - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

8. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6

Factor(s) relating to this accident is/are finding(s) 3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1058

7/28/85

COZAD,NE

A/C Reg. No. N6598V

Time (Lcl) - 1006 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	2

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew
Pass

-----Aircraft Information-----

Make/Model - BELLANCA 17-31A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3000
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 290 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- 050/018 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
SPEARFISH,SD
Destination
KEARNEY,NE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 43
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - 17-31A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 30
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT DURING A DESCENT TO LAND AT KEARNEY, NE, THE ENG LOST POWER & OIL OOOZED OUT OF THE COWLING & COVERED MOST OF THE WINDSHIELD. DURING A FORCED LANDING APCH, HE RELEASED HIS SEAT BELT SO HE COULD SEE THRU A SMALL SECTION OF THE WINDSHIELD. AT ABOUT 100 FT AGL, THE PLT NOTED POWER LINES DIRECTLY AHEAD. HE DOVE THE ACFT TO AVOID THE POWER LINES. THE ACFT TOUCHED DOWN HARD, BOUNCED & CAME TO REST IN A SOYBEAN FIELD ABOUT 200 FT BEYOND THE INITIAL IMPACT POINT. AN EXAM OF THE ENG REVEALED THAT A #2 CONNECTING ROD BOLT & THE RESPECTIVE ROD CAP HAD FAILED. THE #2 ROD HAD THEN PUNCTURED THE ENG CASE WHICH ALLOWED ENG OIL TO ESCAPE.

Brief of Accident (Continued)

File No. - 1058

7/28/85

COZAD,NE

A/C Reg. No. N6598V

Time (Lcl) - 1006 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation DESCENT - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
 2. ENGINE ASSEMBLY,CRANKCASE - OVERLOAD
 3. FLUID,OIL - LEAK
 4. WINDOW,FLIGHT COMPARTMENT WINDOW/WINDSHIELD - OTHER
-

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. OBJECT - WIRE,TRANSMISSION
 6. MANEUVER - 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

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. - 1055 7/29/85 GRAND ISLAND, NE A/C Reg. No. N9937Y Time (Lcl) - 1356 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model - CHAMPION 7GCB	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	COLUMBUS, NE	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	LEXINGTON, NE	HALL COUNTY REGIONAL
Wind Dir/Speed- 080/012 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7001/ 150
Lowest Sky/Clouds - 700 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 700 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 138
SE LAND	Months Since - 1	Last 24 Hrs - 0
	Aircraft Type - 7GAC	Make/Model- 106
		Last 30 Days- UNK/NR
		Instrument- 8
		Last 90 Days- 39

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLT, THE PLT ENCOUNTERED RADIO RECEIVER PROBLEMS & DIVERTED TO GRAND ISLAND, NE. DURING ARRIVAL, HE REQUESTED A SPECIAL VFR CLEARANCE, BUT COULD NOT ASCERTAIN IF THE TOWER HAD ANSWERED. RADIO COMMUNICATION WAS ESTABLISHED IN THE TRAFFIC PATTERN & THE ACFT WAS CLEARED TO LAND. WHILE LANDING WITH A 12 KT X-WIND, THE ACFT SWERVED TO THE RIGHT, WENT INTO AN AREA OF MUD & WAS DAMAGED; HOWEVER, THE PLT WAS ABLE TO TAXI TO THE PARKING AREA.

Brief of Accident (Continued)

File No. - 1055

7/29/85

GRAND ISLAND, NE

A/C Reg. No. N9937Y

Time (Lc1) - 1356 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - UNCONTROLLED -
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
 5. TERRAIN CONDITION - WET
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1130 8/10/85 PALISADE,NE A/C Reg. No. N8941L Time (Lcl) - 1312 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage					
	DESTROYED	Fatal	0	0	0	0
Type of Operation -AERIAL APPLICATION	Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 137	ON GROUND	Pass	0	0	0	0
Accident Occurred During -MANEUVERING						

-----Aircraft Information-----

Make/Model - PIPER PA-25-235	Eng Make/Model - LYCOMING O-540-B2C5	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3200	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	PALISADE,NE	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 150/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 6000 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 - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4175
SE LAND	Months Since - 8	Last 24 Hrs - 4
	Aircraft Type - PA-28	Make/Model- 2500
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 200
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A SWATH RUN OVER A CORNFIELD, THE PLT ATTEMPTED TO MANEUVER UNDER POWER LINES THAT WERE SPANNING A LARGE DITCH. THE RIGHT WING STRUCK ONE OF THE THREE LOWER CABLES WHICH CUT INTO THE WING STRUCTURE. THE CABLE FINALLY SEPARATED RELEASING THE ACFT. THE ACFT BEGAN TO ROLL INVERTED & IMPACTED THE GROUND WITH THE LEFT WING FOLLOWED BY THE FUSELAGE. THE IMPACT & ENSUING FIRE DESTROYED THE ACFT. THE PLT DID NOT REMEMBER ESCAPING FROM THE BURNING ACFT. THE LOWER SET OF CABLES WERE LEVEL WITH THE DITCH RIM & WERE VERY DIFFICULT TO SEE WHILE IN FLT.

Brief of Accident (Continued)

File No. - 1130

8/10/85

PALISADE, NE

A/C Reg. No. N8941L

Time (Lc1) - 1312 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. TERRAIN CONDITION - ROUGH/UNEVEN
 3. OBJECT - WIRE, TRANSMISSION
 4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 5. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - 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) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1096 9/12/85 EAST SWANZEY, NH A/C Reg. No. N42722 Time (Lcl) - 0950 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

-----Aircraft Information-----

Make/Model - PIPER PA-32-260
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 7

Eng Make/Model - LYCOMING O-540-E4B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 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
KEENE, NH
Destination
WESTFIELD, MA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

DILLANT-HOPKINS
Runway Ident - 20
Runway Lth/Wid - 6502/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND, ME LAND
HELICOPTER

Age - 41
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 2800 Last 24 Hrs - 0
Make/Model- 400 Last 30 Days- UNK/NR
Instrument- 99 Last 90 Days- 9
Multi-Eng - 20 Rotorcraft - 1160

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS PREFLIGHTED & DETERMINED TO HAVE 10 QTS OF OIL IN THE ENG. WHILE CLIMBING THRU ABOUT 1000 FT MSL AFTER TAKEOFF, THE PROPELLER RPM BEGAN RISING TO THE REDLINE. THE PLT REDUCED POWER & PROCEEDED TO MAKE AN EMERG LANDING. DURING A TURN TOWARD THE ARPT, THE ENG STOPPED OPERATING. SUBSEQUENTLY, THE ACFT COLLIDED WITH TREES & CRASHED AS THE PLT WAS ATTEMPTING TO LAND IN AN OPEN FIELD ABOUT 4 MI FROM THE ARPT. A POST CRASH EXAM DISCLOSED A RUPTURED OIL HOSE, PN 63901-26, THAT LED FROM THE OIL PUMP TO THE OIL COOLER. THE HOSE HAD A LIFE EXPECTANCY OF 8 YRS & HAD BEEN MANUFACTURED IN 1974. NO RECORD WAS FOUND TO INDICATE THE HOSE HAD BEEN REPLACED SINCE ITS ORIGINAL INSTALLATION ON THE ENG.

Brief of Accident (Continued)

File No. - 1096

9/12/85

EAST SWANZEY, NH

A/C Reg. No. N42722

Time (Lc1) - 0950 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LUBRICATING SYSTEM, OIL HOSE - FAILURE, TOTAL
 2. MAINTENANCE, REPLACEMENT - NOT PERFORMED - OTHER MAINTENANCE PSNL
 3. MAINTENANCE, INSPECTION OF AIRCRAFT - POOR - OTHER MAINTENANCE PSNL
-

Occurrence #2 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

4. FLUID, OIL - EXHAUSTION
-

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

5. OBJECT - TREE(S)
 6. OBJECT - UTILITY POLE
-

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) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1149 4/20/85 HAMILTON TWSHP,NJ A/C Reg. No. N4972S Time (Lcl) - 2048 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

1

0

0

0

Accident Occurred During -APPROACH

-----Aircraft Information-----

Make/Model - CESSNA R182

Eng Make/Model - LYCOMING O-540

ELT Installed/Activated - YES-UNK/NR

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 3100

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 235 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - IMC

Wind Dir/Speed- 090/005 KTS

Visibility - .750 SM

Lowest Sky/Clouds - 200 FT

Lowest Ceiling - 200 FT OBSCURED

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

BEVERLY,MA

Destination

ATLANTIC CITY,NJ

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - ILS-COMPLETE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ATLANTIC CITY

Runway Ident - 13

Runway Lth/Wid - 10000/ 180

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Age - 57

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - YES

Total - 1925

Last 24 Hrs - UNK/NR

SE LAND

Months Since - 3

Make/Model- 22

Last 30 Days- 5

Aircraft Type - R182

Instrument- 255

Last 90 Days- 17

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT'S ORIGINAL DESTN WAS BADER FIELD AT ATLANTIC CITY. HOWEVER, DURING ARRIVAL, HE DIVERTED TO THE ATLANTIC CITY ARPT, SINCE BADER FIELD WAS BELOW MINS. VECTORS WERE PROVIDED FOR AN ILS RWY 13 APCH & THE PLT WAS CLEARED FOR THE APCH. HE WAS THEN CLEARED TO LAND & WAS ADVISED THAT THE RVR FOR RWY 13 WAS 4000 FT & THE WIND WAS FROM 090 DEG AT 5 KTS. THE PLT ACKNOWLEDGED THE TRANSMISSION, THEN THERE WAS NO FURTHER RADIO CONTACT WITH THE ACFT. THE ACFT CRASH ABOUT 3.5 MI NORTHWEST OF THE ARPT IN A WOODED AREA. INITIAL IMPACT OCCURRED WITH TREES JUST SLIGHTLY LEFT OF THE LOCALIZER COURSE LINE. ELEVATION AT THE ACDNT SITE WAS 60 FT. THE ARPT ELEVATION WAS 76 FT & THE DECISION HEIGHT FOR THE ILS WAS 276 FT. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND THAT WOULD HAVE CAUSED THE ACDNT. DURING THE FLT THE PLT HAD RADIOED THAT A CIRCUIT BREAKER HAD "POPPED" BUT HE ALSO SAID THAT THE PROBLEM WAS RESOLVED. THE BREAKERS FOR THE NAV LGTS & FLAPS WERE FOUND DISENGAGED.

Brief of Accident (Continued)

File No. - 1149

4/20/85

HAMILTON TWSHP,NJ

A/C Reg. No. N4972S

Time (Lcl) - 2048 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH

Finding(s)

1. LIGHT CONDITION - NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - OBSCURATION
5. WEATHER CONDITION - BELOW APPROACH MINIMUMS
6. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

7. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
8. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
9. DECISION HEIGHT - NOT IDENTIFIED - PILOT IN COMMAND
10. MISSED APPROACH - NOT PERFORMED -

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1017 4/28/85 PITTSTOWN,NJ A/C Reg. No. N5685B Time (Lcl) - 1200 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -OTHER WORK USE	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SKY MANOR
Wind Dir/Speed- 270/012 KTS	ATC/Airspace	Runway Ident - 06
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2439/ 50
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 10000 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 - 44	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 691
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 305
GLIDER	Aircraft Type - UNK/NR	Instrument- 18
		Multi-Eng - 34
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE PREFLIGHTED THE ACFT & DECIDED THERE WAS SUFFICIENT FUEL TO HAUL SKYDIVERS ON 2 MORE FLTS. ON THE 2ND FLT, HE HAD TO MAKE THREE PASSES INSTEAD OF ONE. DURING THE APCH TO THE ARPT, THE ENG LOST POWER FROM FUEL EXHAUSTION. THE PLT TRIED TO REACH THE RWY, BUT LANDED SHORT ON PLOWED TERRAIN. THE WHEELS DUG INTO THE PLOWED TERRAIN, THE NOSE GEAR COLLAPSED & THE ACFT NOSED OVER. THE PLT HAD PLANNED A FUEL CONSUMPTION RATE OF 12.1 GAL/HR. HOWEVER, THE ACTUAL FUEL CONSUMPTION (AFTER INSTALLATION OF A NEW ENG) WAS 12.8 GAL/HR.

Brief of Accident (Continued)

File No. - 1017

4/28/85

PITTSTOWN,NJ

A/C Reg. No. N5685B

Time (Lcl) - 1200 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
3. FLUID,FUEL - EXHAUSTION
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT
6. LANDING GEAR,NOSE GEAR - OVERLOAD

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1143 5/14/85 MORRISTOWN, NJ A/C Reg. No. N6507B Time (Lcl) - 1506 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 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- VARIABLE</p> <p>Visibility - 100.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p style="padding-left: 20px;">TOUCH AND GO</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">MORRISTOWN</p> <p>Runway Ident - 05</p> <p>Runway Lth/Wid - 1800/ 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 - 58</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 48</td> <td>Last 24 Hrs - 0</td> </tr> <tr> <td>Make/Model- 48</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 6</td> </tr> </table>	Total - 48	Last 24 Hrs - 0	Make/Model- 48	Last 30 Days- UNK/NR	Instrument- 0	Last 90 Days- 6
Total - 48	Last 24 Hrs - 0							
Make/Model- 48	Last 30 Days- UNK/NR							
Instrument- 0	Last 90 Days- 6							

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE STUDENT, THE ACFT ENCOUNTERED A SUDDEN WIND SHIFT FROM THE EAST AS HE WAS LANDING. HE STATED THAT THIS CAUSED THE PLANE TO TIP OVER TO THE PLT'S RIGHT & COME TO REST ON ITS TOP. THE STUDENT ALSO REPORTED THAT THE WIND WAS FROM 050 DEG AT 7 KTS & THE VISIBILITY WAS INDEFINITE.

Brief of Accident (Continued)

File No. - 1143

5/14/85

MORRISTOWN,NJ

A/C Reg. No. N6507B

Time (Lcl) - 1506 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1116

8/08/85

CAPE MAY, NJ

A/C Reg. No. N3462M

Time (Lc1) - 2140 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 160/005 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
WILMINGTON, DE
Destination
OCEAN CITY, NJ

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 35
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - 152A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	306	Last 24 Hrs -	0
Make/Model-	118		Last 30 Days-	4
Instrument-	57		Last 90 Days-	19

Instrument Rating(s) - AIRPLANE

-----Narrative-----

CREW MEMBERS OF A COAST GUARD HELICOPTER, OBSERVED AN ACFT FLYING AT ABOUT 1500 FT ABOVE THE WATER. ACCORDING TO THEM, THE ACFT PITCHED DOWN INTO A 60 TO 70 DEG NOSE LOW ATTITUDE & COLLIDED WITH THE WATER. THE HELICOPTER WAS IMMEDIATELY FLOWN TO THE ACDNT SITE; HOWEVER, THE DOWNED ACFT COULD NOT BE SEEN. LATER, THE FATALLY INJURED PLT & DEBRIS FROM THE ACFT WERE FOUND, BUT THE MAIN WRECKAGE WAS NOT LOCATED.

Brief of Accident (Continued)

File No. - 1116

8/08/85

CAPE MAY,NJ

A/C Reg. No. N3462M

Time (Lc1) - 2140 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
2. LIGHT CONDITION - NIGHT

-----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. - 1099 8/28/85 BLAIRSTOWN,NJ A/C Reg. No. N3380R Time (Lcl) - 2215 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	3
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 182L	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point FLANDERS,NJ	Airport Data BLAIRSTOWN
Method - N/A	Destination SAME AS ACC/INC	Runway Ident - 25
Completeness - N/A	ATC/Airspace	Runway Lth/Wid - 3102/ 70
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Wind Dir/Speed- CALM	Type of Clearance - NONE	Runway Status - DRY
Visibility - 10.0 SM	Type Apch/Lndg - FULL STOP	
Lowest Sky/Clouds - 6000 FT		
Lowest Ceiling - 6000 FT BROKEN		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----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 - 243
SE LAND	Months Since - 13	Last 24 Hrs - 2
	Aircraft Type - C-182	Make/Model- 193
		Last 30 Days- UNK/NR
		Last 90 Days- 29

Instrument Rating(s) - NONE

-----Narrative-----

DURING A NORMAL NIGHT LANDING, A DEER DARTED ONTO THE RUNWAY AND STRUCK THE TAIL SECTION OF THE AIRCRAFT CAUSING MAJOR STRUCTURAL DAMAGE. THE DEER WAS NOT LOCATED.

Brief of Accident (Continued)

File No. - 1099

8/28/85

BLAIRSTOWN,NJ

A/C Reg. No. N3380R

Time (Lcl) - 2215 EDT

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT

2. OBJECT - ANIMAL(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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1138 8/28/85 NEWARK,NJ A/C Reg. No. N9990R Time (Lcl) - 1207 EDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-EXECUTIVE AVIATION	SUBSTANTIAL						
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1	
Accident Occurred During	-TAKEOFF			0	0	0	0	

-----Aircraft Information-----

Make/Model	- BEECH G18S	Eng Make/Model	- P&W R-985-AN14B	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TAILWHEEL-ALL RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9700	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- UNK/NR	Rated Power	- 450 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- UNK/NR	ON AIRPORT	
Method	- UNK/NR		
Completeness	- UNK/NR	Airport Data	
Basic Weather	- VMC	NEWARK INTL	
Wind Dir/Speed	- 320/013 KTS	Runway Ident	- 04L
Visibility	- 12.0 SM	Runway Lth/Wid	- 8200/ 150
Lowest Sky/Clouds	- 4000 FT SCATTERED	Runway Surface	- ASPHALT
Lowest Ceiling	- 25000 FT BROKEN	Runway Status	- DRY
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,ATP	Current - YES	Total - 2842	Last 24 Hrs - 4
SE LAND,ME LAND,SE SEA	Months Since - 1	Make/Model - 95	Last 30 Days - UNK/NR
	Aircraft Type - BE-18	Instrument - 351	Last 90 Days - 156
		Multi-Eng - 304	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAKING OFF WITH A LEFT X-WIND, THE ACFT BEGAN TO VEER TO THE LEFT. THE PLT CORRECTED BY USING DIFFERENTIAL POWER & RIGHT BRAKE, BUT THE ACFT CONTINUED TO VEER LEFT & WENT OFF THE RWY. SUBSEQUENTLY, THE RIGHT MAIN GEAR COLLAPSED & THE ACFT WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 1138

8/28/85

NEWARK,NJ

A/C Reg. No. N9990R

Time (Lc1) - 1207 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #2 MAIN GEAR COLLAPSED

Phase of Operation TAKEOFF

Finding(s)

4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
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) 2,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1007 6/30/85 GALLUP, NM A/C Reg. No. N5984L Time (Lcl) - 1315 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During - TAKEOFF			0	1	0	0
			0	0	1	0

-----Aircraft Information-----

Make/Model - AMERICAN AA-1	Eng Make/Model - LYCOMING O-235	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1465	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	TULSA, OK	SENATOR CLARKE
Wind Dir/Speed- 290/010 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 25.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 6300/ 100
Lowest Sky/Clouds - 20000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 108
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A X-COUNTRY FLT FROM LOS ANGELES, CA TO TULSA, OK, THE PLT MADE AN EN ROUTE STOP AT GALLUP, NM. THE FUEL TANKS WERE FULLY SERVICED & THE PLT TOOK OFF WITH A PASSENGER & APRX 50 LBS OF TOOLS & BAGGAGE ON BOARD. THE PLT STATED THAT AFTER TAKEOFF, THE ACFT WOULD NOT CLIMB MORE THAN 75 FT ABOVE THE GROUND. BOTH HE AND THE PASSENGER (HIS 10 YR OLD SON) REPORTED THE ENG SEEMED TO BE OPERATING NORMALLY. ACCORDING TO THE PLT, THE HIGH DENSITY ALT CAUSED A LACK OF CLIMB PERFORMANCE. HE FLEW THE ACFT BETWEEN RIDGE TOPS & LOWERED THE FLAPS IN AN ATTEMPT TO GAIN ALT. HOWEVER, ABOUT 3 MI FROM THE APRT, THE ACFT DESCENDED & HIT THE GROUND. DURING IMPACT, THE PLT'S SEAT BELT FAILED. HE RECEIVED SEVERE FACIAL INJURIES & BROKEN RIBS. THE DENSITY ALT AT GALLUP WAS COMPUTED TO BE 9600 FT.

Brief of Accident (Continued)

File No. - 1007

6/30/85

GALLUP,NM

A/C Reg. No. N5984L

Time (Lc1) - 1315 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER DECISION,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
 4. AIRCRAFT PERFORMANCE,TAKEOFF CAPABILITY - INADEQUATE
 5. CLIMB - NOT POSSIBLE -
 6. LOWERING OF FLAPS - PERFORMED - PILOT IN COMMAND
 7. AIRSPEED - NOT MAINTAINED -
 8. STALL/MUSH
-

-----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. - 1153 7/06/85 SANTA TERESA,NM A/C Reg. No. N5372B Time (Lcl) - 1402 MDT

-----Basic Information-----

Type Operating Certificate	NONE (GENERAL AVIATION)	Aircraft Damage						
		SUBSTANTIAL						
Type of Operation	- INSTRUCTIONAL	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	- 14 CFR 91	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During	- LANDING			0	0	0	0	1

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRPORT	
Method	- N/A		
Completeness	- N/A	Airport Data	
Basic Weather	- VMC	SANTA TERESA	
Wind Dir/Speed	- 220/003 KTS	Runway Ident	- 10
Visibility	- 50.0 SM	Runway Lth/Wid	- 5400/ 100
Lowest Sky/Clouds	- SCATTERED	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Runway Status	- DRY
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	- 354
	Months Since - 10	Make/Model	- 9
HELICOPTER	Aircraft Type - UH-1	Instrument	- 60
		Last 24 Hrs	- 2
		Last 30 Days	- 34
		Last 90 Days	- 41
		Rotorcraft	- 345

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE HELICOPTER PLT WAS ON A SOLO INSTRUCTIONAL FLT IN THE CESSNA 152 AIRPLANE. HE HAD ONLY 9 HRS FLT TIME IN FIXED WING ACFT. WHILE ON A TOUCH-&-GO LANDING, THE ACFT BOUNCED AS IT TOUCHED DOWN. IT THEN BOUNCED 2 MORE TIMES WITH EACH BOUNCE BECOMING PROGRESSIVELY HARDER. AFTER THE 3RD BOUNCE, THE PLT INITIATED A GO-AROUND. THE ACFT CLIMBED TO APRX 50 TO 60 FT AGL, THEN STALLED & IMPACTED ON SANDY SOIL TO THE LEFT OF THE RWY. THE PLT SAID THAT HE SHOULD HAVE INITIATED A GO-AROUND AFTER THE 1ST BOUNCE.

Brief of Accident (Continued)

File No. - 1153

7/06/85

SANTA TERESA,NM

A/C Reg. No. N5372B

Time (Lcl) - 1402 MDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)
3. ABORTED LANDING
4. GO-AROUND - DELAYED - PILOT IN COMMAND
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1102 6/03/85 OROVADA, NV A/C Reg. No. N8804F Time (Lc1) - 0900 PDT

-----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 - EAGLE DW-1	Eng Make/Model - LYCOMING IO-540-M1B5D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 5400	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	BOTTLE CREEK, NV	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1531
SE LAND	Months Since - 3	Make/Model- 264
	Aircraft Type - UNK/NR	Instrument- 10
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 58

Instrument Rating(s) - NONE

-----Narrative-----

AFTER COMPLETING HIS LAST SPRAY RUN, THE PLT BEGAN A TURN. DURING THE TURN, THE ENG LOST POWER, THEN RESTARTED & LOST POWER AGAIN. ATTEMPTS TO RESTART THE ENG WERE TO NO AVAIL. SINCE THE ACFT WAS STILL AT A VERY LOW ALT (APRX 50 FT), AN EMERG LANDING WAS IMMINENT. THE PLT LANDED IN A FIELD OF TALL ALFALFA & THE ACFT NOSED OVER. HE REPORTED THAT THE ENG HAD QUIT DUE TO A MECHANICAL PROBLEM, BUT NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 1102

6/03/85

OROVADA, NV

A/C Reg. No. N8804F

Time (Lcl) - 0900 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - NONE SUITABLE
3. TERRAIN CONDITION - CROP

Occurrence #4 NOSE OVER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 1146 7/19/85 BATTLE MOUNTAIN,NV A/C Reg. No. N5252D Time (Lcl) - 1530 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 180G	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	CONCORD,CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	ELKO,NV	LANDER COUNTY
Wind Dir/Speed- 360/018 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7300/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND,SE SEA	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING AT BATTLE MOUNTAIN TO REFUEL, THE LEFT MAIN GEAR COLLAPSED. THE WIND WAS REPORTED TO BE FROM 360 DEG A 18 GUSTING 30 KTS.

Brief of Accident (Continued)

File No. - 1146

7/19/85

BATTLE MOUNTAIN,NV

A/C Reg. No. N5252D

Time (Lc1) - 1530 PDT

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. LANDING GEAR,MAIN GEAR - FAILURE,TOTAL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1065 9/10/85 WINNEMUCCA,NV A/C Reg. No. N2377J Time (Lcl) - 1245 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH A23
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-346-A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 165 HP

ELT Installed/Activated - YES/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- 350/010 KTS
Visibility - 90.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

WINNEMUCCA MUNI
Runway Ident - 20
Runway Lth/Wid - 5000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 44
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 55 Last 24 Hrs - UNK/NR
Make/Model- 1 Last 30 Days- 9
Instrument- 1 Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT HAD RECENTLY PURCHASED THE ACFT. ON 9/5/85, AN INSTRUCTOR PLT, WHO HAD DELIVERED THE ACFT TO THE WINNEMUCCA ARPT, GAVE THE STUDENT A TOTAL OF 0.4 HR DUAL INSTRUCTION, WHICH INCLUDED 2 LANDINGS. THE INSTRUCTOR THEN INDORSED THE STUDENT'S LOG BOOK FOR SOLO FLT IN THIS ACFT, BUT HE DID NOT INDORSE THE STUDENT'S PLT CERTIFICATE. FIVE DAYS LATER, THE STUDENT ELECTED TO GO ON HIS 1ST SOLO FLT IN THE ACFT. HE TOOK OFF WITH A QUARTERING TAIL WIND. HE STATED THAT DRG THE TAKEOFF, THE ENG SEEMED TO BE LOSING POWER, ALTHOUGH ITS SOUND SEEMED TO REMAIN STEADY. AFTER REACHING APRX 50 FT AGL, IN A NOSE HIGH ATTITUDE, THE ACFT SETTLED & FELL OFF ON ITS RIGHT WING, THEN IT COLLIDED WITH THE GROUND. THE DENSITY ALT ON THE DAY OF THE ACCIDENT WAS 4300 FT. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE ACFT OR ENG WAS FOUND.

Brief of Accident (Continued)

File No. - 1065

9/10/85

WINNEMUCCA,NV

A/C Reg. No. N2377J

Time (Lc1) - 1245 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED -
2. IMPROPER USE OF PROCEDURE - FLIGHT INSTRUCTOR(ON GROUND)
3. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
4. IMPROPER DECISION,INADEQUATE TRANSITION/UPGRADE TRAINING - FLIGHT INSTRUCTOR(ON GROUND)
5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
6. WEATHER CONDITION - TAILWIND
7. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
8. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
9. 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) 8,9

Factor(s) relating to this accident is/are finding(s) 4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1018 3/31/85 RED HOOK,NY A/C Reg. No. N2263Q Time (Lcl) - 1050 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 -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28R-201	Eng Make/Model - LYCOMING IO-360-C1C6	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 ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination LOCAL	Airport Data SKYPARK
Completeness - N/A		Runway Ident - 01
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 2666/ 30
Wind Dir/Speed- 260/011 KTS	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 7.0 SM	Type of Clearance - NONE	Runway Status - WET
Lowest Sky/Clouds - 2800 FT	Type Apch/Lndg - TRAFFIC PATTERN	
Lowest Ceiling - 2800 FT OVERCAST	FULL STOP	
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 514
SE LAND	Months Since - 19	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 263
		Instrument- 29
		Last 30 Days- UNK/NR
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLT, A PIPER PA-32R-201, N2263Q, & A BAINBRIDGE JOEL F-12, N5700, ENCOUNTERED STRUCTURAL ICING CONDITIONS. THE WINDSHIELDS OF BOTH ACFT BECAME COVERED WITH ICE WHICH RESTRICTED THE FORWARD VISIBILITY OF THE OCCUPANTS IN BOTH ACFT. N5700 LANDED 1ST. THE PLT OF N5700 TURNED HIS ACFT AROUND & WAS TAXIING ON THE RWY WHEN THE PLT OF N2263Q WAS LANDING. WITHIN SECONDS AFTER N2263Q TOUCHED DOWN, THE 2 ACFT COLLIDED. THE PLT OF N2263Q REPORTED THAT HIS PASSENGER, WHO WAS ALSO A PILOT, MADE THE APPROPRIATE RADIO CALLS IN THE TRAFFIC PATTERN. THE PLT OF N5700 REPORTED THAT HE REMOVED HIS HEADSET AFTER LANDING SO HE COULD GET HIS HEAD AGAINST THE SIDE WINDOW FOR BETTER VISION WHILE TAXIING.

Brief of Accident (Continued)

File No. - 1018

3/31/85

RED HOOK, NY

A/C Reg. No. N2263Q

Time (Lc1) - 1050 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - RAIN
2. WEATHER CONDITION - ICING CONDITIONS
3. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - ICE
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT OF OTHER AIRCRAFT

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. RADIO COMMUNICATIONS - PERFORMED - PILOT IN COMMAND
7. RADIO COMMUNICATIONS - NOT USED - PILOT OF OTHER AIRCRAFT
8. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
9. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
10. OBJECT - AIRCRAFT MOVING ON GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1018

3/31/85

RED HOOK, NY

A/C Reg. No. N5700

Time (Lcl) - 1050 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - BAINBRIDGE JOEL F-12
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2600
No. of Seats - 2

Eng Make/Model - LYCOMING O-290-DL
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 140 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- 260/011 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 2800 FT
Lowest Ceiling - 2800 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

SKYPARK
Runway Ident - 01
Runway Lth/Wid - 2666/ 30
Runway Surface - ASPHALT
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 56
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 1330	Last 24 Hrs -	1
Make/Model-	120	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	2
Multi-Eng -	UNK/NR	Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLT, A PIPER PA-32R-201, N2263Q, & A BAINBRIDGE JOEL F-12, N5700, ENCOUNTERED STRUCTURAL ICING CONDITIONS. THE WINDSHIELDS OF BOTH ACFT BECAME COVERED WITH ICE WHICH RESTRICTED THE FORWARD VISIBILITY OF THE OCCUPANTS IN BOTH ACFT. N5700 LANDED 1ST. THE PLT OF N5700 TURNED HIS ACFT AROUND & WAS TAXIING ON THE RWY WHEN THE PLT OF N2263Q WAS LANDING. WITHIN SECONDS AFTER N2263Q TOUCHED DOWN, THE 2 ACFT COLLIDED. THE PLT OF N2263Q REPORTED THAT HIS PASSENGER, WHO WAS ALSO A PILOT, MADE THE APPROPRIATE RADIO CALLS IN THE TRAFFIC PATTERN. THE PLT OF N5700 REPORTED THAT HE REMOVED HIS HEADSET AFTER LANDING SO HE COULD GET HIS HEAD AGAINST THE SIDE WINDOW FOR BETTER VISION WHILE TAXIING.

Brief of Accident (Continued)

File No. - 1018

3/31/85

RED HOOK, NY

A/C Reg. No. N5700

Time (Lc1) - 1050 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - RAIN
2. WEATHER CONDITION - ICING CONDITIONS
3. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - ICE
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT OF OTHER AIRCRAFT

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

6. RADIO COMMUNICATIONS - PERFORMED - PILOT OF OTHER AIRCRAFT
7. RADIO COMMUNICATIONS - NOT USED - PILOT IN COMMAND
8. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
9. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
10. OBJECT - AIRCRAFT MOVING ON GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1128 8/16/85 MONTGOMERY,NY A/C Reg. No. N5405L Time (Lcl) - 1715 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 -DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model - GRUMMAN AMERICAN AA-5	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	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	EASTON,PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ORANGE COUNTY
Wind Dir/Speed- 240/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - N/A
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)
COMMERCIAL	Current - UNK/NR	Total - 1959
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 1959
		Last 30 Days- UNK/NR
		Instrument- 42
		Last 90 Days- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT THE FLT WAS UNEVENTFUL UNTIL HE WAS IN A DESCENT ABOUT 12 MI FROM THE DESTINATION ARPT. HE SAID THAT A LARGE BIRD SUDDENLY APPEARED IN FRONT OF THE ACFT & COLLIDED WITH THE RIGHT WING. THE BIRD STRIKE PUT A LARGE HOLE IN THE RIGHT WING ROOT, SEVERED A FUEL LINE & DAMAGED THE RIGHT FUEL TANK, BUT THE ACFT WAS LANDED SAFELY.

Brief of Accident (Continued)

File No. - 1128

8/16/85

MONTGOMERY, NY

A/C Reg. No. N5405L

Time (Lc1) - 1715 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - NORMAL

Finding(s)

1. OBJECT - BIRD(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. - 1174 4/20/85 GULF OF MEXICO, A/C Reg. No. N65526 Time (Lc1) - UNK/NR

-----Basic Information-----

Type Operating Certificate-EXTERNAL LOAD

Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Accident Occurred During -UNKNOWN

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	2	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - SIKORSKY S-58ET
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 12700
No. of Seats - 14

Eng Make/Model - P&W PT6T-3
Number Engines - 2
Engine Type - TURBOSHAFT
Rated Power - 750 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- 360/009 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 2000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

KEY WEST, FL

Destination

FT. PIERCE, FL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI

SE LAND

HELICOPTER

Age - 37

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 - 8800

Make/Model- 2800

Instrument- 754

Multi-Eng - 10

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 8700

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE HELICOPTER DISAPPEARED WHILE ON AN OVERWATER FLT FROM KEY WEST, FL TO FT PEIRCE, FL. ONE OCCUPANT & THE WRECKAGE OF THE HELICOPTER WERE SUBSEQUENTLY RECOVERED FROM THE GULF OF MEXICO. THE PLT & THE OTHER OCCUPANT WERE NOT LOCATED & WERE PRESUMED DEAD. PRIOR TO DEPARTURE, 1 OF THE CREWMEMBERS WAS OVERHEARD TO SAY "THAT DIDN'T SOUND GOOD" REFERRING TO SOME UNUSUAL SOUND AT THE TIME OF SHUT-DOWN. THE PLT TOLD A WITNESS THEY WERE HAVING MECHANICAL DIFFICULTY WHICH THEY WOULD CORRECT IN FT PIERCE. ANOTHER WITNESS HEARD THE PLT STATE TO 1 OF THE PAX THAT A CAP OR PART HAD FALLEN OFF & WAS MISSING. AN EXAM OF THE ROTATING & STATIONARY SWASHPLATES WHICH MADE UP THE STAR ASS'Y REVEALED THAT THEY HAD SEPARATED FROM EACH OTHER. A METALLURGICAL EXAM REVEALED THAT 8 OF THE 12 BOLTS WHICH SECURED THE ROTATING STAR INNER RACE TO THE ASS'Y HAD FAILED IN FATIGUE; THE OTHER 4 BOLTS WERE MISSING. THERE WAS EXTENSIVE DAMAGE TO THE BELLY, TAIL CONE & PYLON.

Brief of Accident (Continued)

File No. - 1174

4/20/85

GULF OF MEXICO,

A/C Reg. No. N65526

Time (Lc1) - UNK/NR

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation UNKNOWN

Finding(s)

1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
 2. ROTORCRAFT FLIGHT CONTROL, SWASHPLATE ASSEMBLY - FATIGUE
 3. ROTORCRAFT FLIGHT CONTROL, SWASHPLATE ASSEMBLY - DISCONNECTED
 4. ROTORCRAFT FLIGHT CONTROL, CYCLIC CONTROL - INOPERATIVE
 5. ROTORCRAFT FLIGHT CONTROL, COLLECTIVE CONTROL - INOPERATIVE
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation UNKNOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation UNKNOWN

Finding(s)

6. TERRAIN CONDITION - WATER, ROUGH
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1118 5/08/85 MISSING ACFT, A/C Reg. No. N9465M Time (Lcl) - UNK/NR

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -UNKNOWN

Aircraft Damage
DESTROYED

Fire UNK/NR

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 210K
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-L
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - 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 - DAYLIGHT

Itinerary

Last Departure Point

MIAMI,FL

Destination

PORT-AU-PRINCE

ATC/Airspace

Type of Flight Plan - VFR

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)

UNK/NR

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT DEPARTED MIAMI, FL, AT ABOUT 0700 EDT ON A FLT TO PORT-AU-PRINCE, HAITI. IT DID NOT ARRIVE AT ITS DESTINATION OR RETURN TO MIAMI. THE ACFT WAS NOT FOUND & WAS PRESUMED TO HAVE BEEN DESTROYED. ALSO, THE PLT WAS NOT FOUND & WAS PRESUMED TO HAVE BEEN FATALY INJURED. SATELLITE PHOTOS OF THE PROPOSED ROUTE SHOWED NO SIGNIFICANT WX. THE ACFT HAD BEEN SOLD TO A NEW OWNER WHO RESIDED IN HAITI. THE PLT'S NATIONALITY & AIRMAN/MEDICAL CERTIFICATION COULD NOT BE VERIFIED BY FAA RECORDS.

Brief of Accident (Continued)

File No. - 1118

5/08/85

MISSING ACFT,

A/C Reg. No. N9465M

Time (Lc1) - UNK/NR

Occurrence MISSING AIRCRAFT
Phase of Operation UNKNOWN

Finding(s)
1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1008 3/12/85 TOLEDO, OH A/C Reg. No. N7241P Time (Lcl) - 2008 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	0	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-24
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-A1A5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/011 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
TOLEDO, OH
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

TOLEDO EXPRESS
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 61
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 1900	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS OBSVD TAKING MEDICATION WITHIN 2 HRS BFR FLT. A WITNESS IDENTIFIED 1 PILL AS DARVOCET-N 100, SINCE SHE TOOK THE SAME MEDICATION. WHEN THE PLT STARTED THE ENG, IT WENT TO A VERY HI RPM, AS IF THE THROTTLE WAS TOO FAR OPEN. WHILE TAXIING TO TAKEOFF, THE ACFT NEARLY HIT A PARKED ACFT, WENT OFF THE TAXIWAY & CAME ALARMINGLY CLOSE TO A TRACTOR. ON A LOCAL FLT TO A NEARBY ARPT AT NGT, THE PLT'S SPEECH WAS SLURRED & ERRATIC, & HE COULD NOT FIND THE DESTN ARPT. TWR PSNL AT THE DESTN ARPT IDENTIFIED THE ACFT BY USING THEIR BRITE RADAR & COULD CLEARLY SEE THE ACFT LGTS. THEY TRIED TO VECTOR THE ACFT TO THE ARPT, BUT THE PLT DID NOT FLW DRCNS. SUBSEQUENTLY, THE ACFT IMPACTED THE GND NEAR THE EDGE OF A FLOODED FIELD, WHILE DSCNDG WITH THE GEAR EXTENDED, APRX 5 MI SW OF THE ARPT. AN UNIDENTIFIED BARBITUATE WAS FND IN THE PLT'S GASTRIC CONTENTS. HIS DOCTOR HAD PRESCRIBED TALWIN & DARVOCET-N 100 FOR BACK PAIN. THE MEDICINE COULD HAVE CAUSED DIS-ORIENTATION & DROWINESS. TOX CHK OF HIS BLOOD WAS NEG FOR DRUGS, ALCOHOL & CARBON MONOXIDE. INSUF URINE FOR DRUG CHK.

Brief of Accident (Continued)

File No. - 1008

3/12/85

TOLEDO, OH

A/C Reg. No. N7241P

Time (Lc1) - 2008 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation APPROACH

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. PHYSICAL IMPAIRMENT(DRUGS) - PILOT IN COMMAND
3. LIGHT CONDITION - NIGHT
4. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
6. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
8. DESCENT - INADVERTENT -

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT

-----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. - 1095 4/26/85 LIMA,OH A/C Reg. No. N5544D Time (Lcl) - 2120 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - FERRY	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECH H35	Eng Make/Model - CONTINENTAL O-470-G	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 - 240 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PEWEE VALLEY,KY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GROSSE ILE,MI	Runway Ident - N/A
Wind Dir/Speed- 040/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1616
SE LAND	Months Since - 7	Last 24 Hrs - 2
	Aircraft Type - BE-H35	Make/Model- 1616
		Instrument- 190
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS FLYING THE ACFT BACK TO THE HOME ARPT FOLLOWING AN ANNUAL INSPECTION WHEN HE NOTICED THE OIL PRESSURE WAS FALLING TO ZERO. APRX 3 MIN LATER, THE ENG SEIZED. SUBSEQUENTLY, AN EMERG GEAR-UP LANDING WAS MADE IN A FARM FIELD. AN EXAM REVEALED THE OIL PRESSURE LINE HAD FRACTURED AT THE FLARED END WHERE IT WAS CONNECTED TO A 90 DEG FITTING ON THE CRANKCASE. A METALLURGICAL EXAM REVEALED THE BREAK OCCURRED FROM OVERLOAD. AN INSPN OF THE ACFT ALSO REVEALED OTHER DISCREPANCIES. WIRES FROM THE OVER VOLTAGE RELAY'S FLD TERMINAL & THE ALTERNATOR FLD TERMINAL WERE MIS-ROUTED WHICH ALLOWED THE REGULATOR TO BE UNREGULATED. ALSO, AN ALLIGATOR CLIP WAS FOUND CONNECTED TO THE WIRING.

Brief of Accident (Continued)

File No. - 1095

4/26/85

LIMA,OH

A/C Reg. No. N5544D

Time (Lcl) - 2120 EST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. MAINTENANCE,ANNUAL INSPECTION - IMPROPER - OTHER MAINTENANCE PSNL
2. LUBRICATING SYSTEM,OIL LINE - OVERLOAD
3. FLUID,OIL - EXHAUSTION

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. LIGHT CONDITION - NIGHT
5. WHEELS UP LANDING - PERFORMED -
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) 1,2,3

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. - 1163 7/18/85 YOUNGSTOWN, OH A/C Reg. No. N51W Time (Lcl) - 0143 EDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-LAFFAYETTE AVIATION	SUBSTANTIAL		Fatal	0	Injuries	
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	0	Serious	0
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0	0	Minor	0
Accident Occurred During	-LANDING					None	1

-----Aircraft Information-----

Make/Model	- BEECH E18S	Eng Make/Model	- P&W R-985	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 450 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- FSS	ON AIRPORT	
Method	- IN PERSON		
Completeness	- UNK/NR	Airport Data	
Basic Weather	- VMC	YOUNGSTOWN	
Wind Dir/Speed	- 060/007 KTS	Runway Ident	- 32
Visibility	- 10.0 SM	Runway Lth/Wid	- 7492/ 100
Lowest Sky/Clouds	- CLEAR	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 2055	Last 24 Hrs - 5
SE LAND, ME LAND	Months Since - 1	Make/Model - 416	Last 30 Days - UNK/NR
	Aircraft Type - BE-18	Instrument - 260	Last 90 Days - 238
		Multi-Eng - 949	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING INITIAL CLIMB, THE PLT NOTED A VIBRATION. HE WAS UNABLE TO IDENTIFY THE SOURCE & ELECTED TO LAND GEAR UP ON THE REMAINING RWY. AN EXAM OF THE ACFT REVEALED THAT THE STICK SHAKER SYS HAD BEEN ACTIVATED BY AN ELECTRICAL PROBLEM IN THE LEFT ENG NACELLE AREA. THE EXACT CAUSE OF THE ELECTRICAL PROBLEM COULD NOT BE DETERMINED DUE TO A GROUND FIRE THAT OCCURRED IN THAT AREA.

Brief of Accident (Continued)

File No. - 1163

7/18/85

YOUNGSTOWN, OH

A/C Reg. No. N51W

Time (Lcl) - 0143 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WARNING SYSTEM(OTHER) - FALSE INDICATION
 2. FLIGHT CONTROL SYSTEM - VIBRATION
 3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
 4. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

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) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1084 7/28/85 WAYNESVILLE, OH A/C Reg. No. N1156V Time (Lcl) - 1645 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation	-TEST FLT	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During	-LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model	- STINSON L-5	Eng Make/Model	- LYCOMING O-435-C	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2250	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 260 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 110/003 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FORCED LANDING</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data WAYNESVILLE</p> <p>Runway Ident - 09</p> <p>Runway Lth/Wid - 2600/ 150</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,CFI</p> <p>SE LAND,ME LAND</p> <p>GLIDER</p>	<p>Age - 56</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 23</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 4360</p> <p>Make/Model- 28</p> <p>Instrument- 236</p> <p>Multi-Eng - 9</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 25</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT TOOK OFF ON A TEST FLT TO CHECK THE ENG AFTER IT HAD BEEN INSPECTED & THE CARBURETOR HAD BEEN OVERHAULED. HE MADE A GROUND CHECK & FULL ENG RUN-UP BEFORE TAKING OFF. INTENDING TO STAY IN A CLOSED TRAFFIC PATTERN, HE TOOK OFF, MADE A NORMAL CLIMB IN THE TRAFFIC PATTERN, THEN TURNED ONTO A DOWNWIND. WHILE ON DOWNWIND, THE ENG SPUTTERED. THE PLT SWITCHED FUEL TANKS & PUMPED THE THROTTLE, & THE ENG RESTARTED, BUT A FEW SECONDS LATER, IT LOST POWER AGAIN. WHILE ATTEMPTING TO RETURN TO THE RWY, THE PLT MADE A 360 DEG TURN TO AVOID A GLIDER & TO LOSE ALT. HE STATED THAT DURING THE MANEUVER, HE LOST SIGHT OF THE GLIDER, & WHILE TRYING TO RELOCATE IT, HE LOST TOO MUCH ALT. SUBSEQUENTLY, THE ACFT CRASH LANDED IN TREES ABOUT 50 FEET SHORT OF THE RWY. AN EXAM REVEALED THAT THE CARBURETOR FLOAT HAD BEEN ADJUSTED FOR 0.25" OF TRAVEL. THE MINIMUM TRAVEL PER INSTALLATION INSTRUCTIONS SHOULD HAVE BEEN 0.50".

Brief of Accident (Continued)

File No. - 1084

7/28/85

WAYNESVILLE, OH

A/C Reg. No. N1156V

Time (Lc1) - 1645 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. FUEL SYSTEM, CARBURETOR - INCORRECT
2. MAINTENANCE, ADJUSTMENT - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

3. MANEUVER - PERFORMED -

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) 1,2

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1187 2/27/85 BETHANY,OK A/C Reg. No. N3071 Time (Lc1) - 1515 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -HOVER					

-----Aircraft Information-----

Make/Model - ROTORWAY AIRCRAFT -EXEC	Eng Make/Model - ROTORWAY RW-145	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	WILEY POST
Wind Dir/Speed- 130/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1103
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 10
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 5
		Rotorcraft - 10
		Multi-Eng - 109

Instrument Rating(s) - NONE

-----Narrative-----

THE OWNER/BUILDER HAD A SINGLE ENGINE, MULTI-ENGINE, LAND RATING, BUT DID NOT HAVE A HELICOPTER RATING. WHILE PRACTICING HOVER FLT IN HIS EXPERIMENTAL HELICOPTER, HE UNEXPECTEDLY ALLOWED THE HELICOPTER TO REACH A HIGHER THAN NORMAL ALT. HE ATTEMPTED TO CORRECT THE SITUATION, BUT THE HELICOPTER CONTACTED THE GROUND IN A RIGHT BANK ATTITUDE WHILE IN A SIDE SLIP, THEN ROLLED OVER.

Brief of Accident (Continued)

File No. - 1187

2/27/85

BETHANY,OK

A/C Reg. No. N3071

Time (Lc1) - 1515 CST

Occurrence #1 ALTITUDE DEVIATION,UNCONTROLLED
Phase of Operation HOVER

Finding(s)

1. PROPER ALTITUDE - EXCEEDED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
 3. REMEDIAL ACTION - INITIATED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation HOVER

Finding(s)

4. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
-

Occurrence #3 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) 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. - 1022 4/22/85 SALLISAW,OK A/C Reg. No. N3550N Time (Lcl) - 1658 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - FERRY	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	IN FLIGHT	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
			0	0	1
			0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-31-350	Eng Make/Model - LYCOMING TIO-540-J2BD	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 8	Rated Power - 350 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	TULSA,OK	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	MOBILE,AL	Runway Ident - N/A
Wind Dir/Speed- 090/014 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - 500 FT SCATTERED	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 9000 FT OVERCAST	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,CFI	Current - YES	Total - 3730
SE LAND,ME LAND	Months Since - 19	Make/Model- 62
	Aircraft Type - UNK/NR	Instrument- 440
		Multi-Eng - 1600
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 49

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AN ANNUAL INSPN HAD JUST BEEN COMPLETED (4/22/85) & EACH ENG HAD ABOUT 1 HR OF FLT TIME. THE PLT STATED THAT HE TOOK OFF & CLIMBED TO CRUISE AT 9000 FT, THEN CLOSED THE COWL FLAPS & SET THE FUEL SETTINGS FOR 75% POWER. WHILE EN ROUTE, HE NOTED OIL TRAILING FROM THE L ENG OIL ACCESS DOOR, BUT THE L OIL PRESSURE WAS IN THE NORMAL RANGE. HE THROTTLED BACK THE LEFT ENG & REQUESTED VECTORS TO THE NEAREST ARPT. THE PLT RPRTD THAT WHILE DIVERTING, HE SAW FIRE COMING FROM THE AFT END OF THE R ENG COMPARTMENT. THE PLT SHUT DOWN THE R ENG, DECLARED AN EMERG & SUBSEQUENTLY MADE AN EMERG/GEAR UP LANDING IN A WET FIELD. DRG AN APCH OVER TREES TO LAND, HE HAD TO MANEUVER TO AVOID POWER LINES. TEARDOWNS OF BOTH ENGS REVEALED MELTING ON THE EDGE & TOP OF SVRL PISTONS. ONE ENG HAD MELTING IN THE HEAD OF 1 CYLINDER & ITS EXHAUST VLV SEAT WAS DAMAGED. NO MAINTENANCE OR PRE-ACDNT DISCREPANCIES WERE FND THAT WOULD HAVE RESULTED IN PRE-IGNITION OR DETONATION. THERE WAS EVIDENCE THE RPRTD FIRE WAS ACTUALLY OIL BEING USED & IGNITED BY THE TURBO-CHARGERS.

Brief of Accident (Continued)

File No. - 1022

4/22/85

SALLISAW,OK

A/C Reg. No. N3550N

Time (Lc1) - 1658 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. ENGINE ASSEMBLY,PISTON - OVERTEMPERATURE
 3. ENGINE ASSEMBLY,CYLINDER - OVERTEMPERATURE
-

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. WEATHER CONDITION - CLOUDS
 5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 6. MANEUVER - PERFORMED - PILOT IN COMMAND
 7. TERRAIN CONDITION - SOFT
 8. TERRAIN CONDITION - WET
 9. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1056 5/26/85 SELMA, OR A/C Reg. No. N2276Y Time (Lc1) - 0920 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	3	0	0	0	0
Pass	0	0	0	0	0

Type of Operation -CAP SEARCH
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Fire NONE

-----Aircraft Information-----

Make/Model - CESSNA 177
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2350
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - 15.0 SM
Lowest Sky/Clouds - 4800 FT
Lowest Ceiling - 8500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GRANTS PASS, OR
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)
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 - 46
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - C-177

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 300	Last 24 Hrs	- 1
Make/Model-	150	Last 30 Days-	5
Instrument-	33	Last 90 Days-	11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ON A CAP SEARCH MISSION WITH A PLT & 2 OBSERVERS ON BOARD. WHILE SEARCHING, THE PLT WAS FLYING RELATIVELY LOW & SLOW OVER WOODED, MOUNTAINOUS TERRAIN. A WITNESS OBSERVED THE ACFT ENTER A BOWL OR BOX CANYON TYPE AREA AT OR BELOW HIS EYE LEVEL. THE TERRAIN IN THIS AREA ROSE TO THE EAST, NORTH & WEST. REPORTEDLY, THE ACFT ENTERED THE AREA FROM THE SOUTH, THEN BEGAN A 180 DEG TURN, BUT COLLIDED WITH TREES BEFORE THE PLT WAS ABLE TO EXIT. THE ELEVATION OF THE CRASH SITE WAS APRX 1600 FT. NO PREIMPACT MECHANICAL PROBLEMS WERE FOUND THAT WOULD HAVE CONTRIBUTED TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1056

5/26/85

SELMA,OR

A/C Reg. No. N2276Y

Time (Lc1) - 0920 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. TERRAIN CONDITION - RISING
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SELF-INDUCED PRESSURE - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
7. OBJECT - TREE(S)
8. PROPER ALTITUDE - NOT ATTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,8

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1088 6/13/85 WARM SPRINGS,OR A/C Reg. No. N4732 Time (Lcl) - 2151 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation -FERRY	Fire	Crew	Fatal	Injuries			
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During -LANDING			0	0	0	0	

-----Aircraft Information-----

Make/Model - HILLER UH-12C	Eng Make/Model - FRANKLIN 6V4-178-B335	ELT Installed/Activated - NO	-N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 178 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	MADRAS,OR	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 342
SE LAND	Months Since - 2	Make/Model- 3
HELICOPTER	Aircraft Type - R22	Instrument- 5
		Last 24 Hrs - 2
		Last 30 Days- 23
		Last 90 Days- 53
		Rotorcraft - 83

Instrument Rating(s) - NONE

-----Narrative-----

DURING A FLT FROM MADRAS, OR TO WALLA WALLA, WA, A LOSS OF ENG POWER OCCURRED DUE TO A FUEL FLOW PROBLEM & THE PLT MADE A SUCCESSFUL AUTOROTATION NEAR WARM SPRINGS, OR. A COMPANY MECHANIC WAS DISPATCHED TO THE HELICOPTER & HE REPAIRED A LOOSE FUEL LINE FITTING. LATE THAT EVENING, THE PLT STARTED & RAN THE ENG FOR ABOUT 10 MIN. HE THEN HOVERED FOR 4 TO 5 MIN BEFORE STARTING HIS DEPARTURE. THE PLT REPORTED THAT DURING DEPARTURE, THE ENG BEGAN LOSING RPM AT ABOUT 40 FT AGL. HE ATTEMPTED TO RESTORE POWER, BUT WAS UNABLE. SUBSEQUENTLY, THE HELICOPTER IMPACTED ON ITS SKID LANDING GEAR & TAIL SKID, THEN CAME TO REST ON ITS LEFT SIDE ABOUT 60 FT FROM THE IMPACT POINT. AN EXAM OF THE FUEL SYSTEM REVEALED THAT THE FUEL STRAINER, KOE/K2250B-2, WAS LOOSE AT BOTH ENGS OF THE GLASS & COULD BE TURNED WITH SLIGHT PRESSURE. THE BOLT AT THE BOTTOM OF THE LOWER PIECE WAS NOT SAFETY WIRED & WAS LOOSE.

Brief of Accident (Continued)

File No. - 1088

6/13/85

WARM SPRINGS,OR

A/C Reg. No. N4732

Time (Lc1) - 2151 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM,STRAINER - LOOSE
2. MAINTENANCE - INADEQUATE - COMPANY MAINTENANCE PSNL
3. FLUID,FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LIGHT CONDITION - NIGHT

Occurrence #4 ROLL OVER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1061 6/14/85 ONTARIO,OR A/C Reg. No. N5652W Time (Lc1) - 1700 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During -LANDING			0	0	0	1	

-----Aircraft Information-----

Make/Model - MAULE M-5-180C	Eng Make/Model - LYCOMING O-360-C1F	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	CALDWELL,ID	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ONTARIO
Wind Dir/Speed- 360/010 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4531/ 150
Lowest Sky/Clouds - 6000 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 - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2209
SE LAND	Months Since - 12	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 160
		Instrument- 33
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT WHEN HE LANDED, THE WIND WAS GUSTING TO 25 KTS. HE STATED THAT WHEN THE ACFT TOUCHED DOWN, IT ENCOUNTERED A WHIRLWIND THAT LIFTED THE TAIL. SUBSEQUENTLY, THE ACFT NOSED OVER & WAS DAMAGED. ACCORDING TO THE 1700 PDT WX OBSERVATION AT ONTARIO, THE WIND WAS FROM 360 DEG AT 10 KTS.

Brief of Accident (Continued)

File No. - 1061

6/14/85

ONTARIO,OR

A/C Reg. No. N5652W

Time (Lc1) - 1700 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. WEATHER CONDITION - GUSTS
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1103 6/22/85 IMBLER,OR A/C Reg. No. N6987X Time (Lcl) - 1545 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
1

-----Aircraft Information-----

Make/Model - CESSNA 172B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2100
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 - 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- 060/005 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
CLEAR LAKE,CA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 37
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED
Flight Time (Hours)

Total - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF FROM A FIELD (OFF ARPT), THE ACFT FAILED TO CLEAR A FENCE. THE PILOT THEN ATTEMPTED TO ABORT THE TAKEOFF, BUT THE ACFT HIT A BALE OF HAY & NOSED OVER. THE PLT'S LAST MEDICAL CERTIFICATE WAS DATED 9/2/82.

Brief of Accident (Continued)

File No. - 1103

6/22/85

IMBLER,OR

A/C Reg. No. N6987X

Time (Lcl) - 1545 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. OBJECT - FENCE
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

4. ABORTED TAKEOFF

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1038 3/23/85 FAIRFIELD, PA A/C Reg. No. N97700 Time (Lc1) - 0930 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Fatal

0

Crew

0

Pass

0

Injuries

Serious

0

Minor

0

None

1

0

-----Aircraft Information-----

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-U
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 360/009 KTS
Visibility - 2.000 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - 400 FT BROKEN
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FACTORYVILLE, PA
Destination
GREENSBORO, NC

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 - IFR
Type of Clearance - IFR
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 57

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 842 Last 24 Hrs - 0
Make/Model- 750 Last 30 Days- UNK/NR
Instrument- 93 Last 90 Days- 16

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FLT, THE ACFT HAD AN ELECTRICAL PROBLEM WHILE FLYING IN INSTRUMENT (IFR) CONDITIONS. THE PLT REPORTED THAT ONLY THE ALTIMETER, AIRSPEED INDICATOR & MAG COMPASS WERE OPERATING. HE BECAME SPATIALLY DISORIENTED & THE ACFT ENTERED SEVERAL DIVES & AT LEAST 1 SPIN. SUBSEQUENTLY, THE ACFT DESCENDED BELOW THE CLOUDS IN A VALLEY WHERE THE PLT COULD MAINTAIN VISUAL REFERENCES. THE PLT THEN MADE AN EMERGENCY LANDING ON ROUGH/UPHILL TERRAIN WHERE THE ACFT WAS DAMAGED. THE PLT SAID THE SURROUNDING HILLS WERE COVERED WITH CLOUDS. ALSO, HE SAID THAT THE VACUUM PUMP, TURN & BANK INDICATOR, ATTITUDE INDICATOR & STALL WARNING SYS BECAME INOP OR MALFUNCTIONED WHILE HE WAS IN IFR CONDITIONS.

Brief of Accident (Continued)

File No. - 1038

3/23/85

FAIRFIELD, PA

A/C Reg. No. N97700

Time (Lc1) - 0930 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM - FAILURE, PARTIAL
2. VACUUM SYSTEM - INOPERATIVE
3. FLIGHT/NAV INSTRUMENTS, ATTITUDE INDICATOR - INOPERATIVE
4. FLIGHT/NAV INSTRUMENTS, TURN AND BANK - INOPERATIVE
5. FLIGHT/NAV INSTRUMENTS, DIRECTIONAL GYRO - INOPERATIVE

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. WEATHER CONDITION - CLOUDS
7. AIRCRAFT HANDLING - NOT POSSIBLE -
8. DESCENT - INADVERTENT -
9. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND

Occurrence #3 FORCED LANDING
Phase of Operation LANDING

Finding(s)

10. WEATHER CONDITION - LOW CEILING
11. WEATHER CONDITION - FOG
12. WEATHER CONDITION - RAIN
13. TERRAIN CONDITION - MOUNTAINOUS/HILLY
14. TERRAIN CONDITION - NONE SUITABLE

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

15. TERRAIN CONDITION - UPHILL
16. 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) 6,10,11,12,13,14,15,16

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1111 5/03/85 ERIE, PA A/C Reg. No. N6114M Time (Lcl) - 1930 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

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 2
0 0

None
0
0

-----Aircraft Information-----

Make/Model - STINSON 108-3
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - FRANKLIN 6A4-165-B3
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 165 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 030/012 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MOORHEAD
Runway Ident - 03
Runway Lth/Wid - 1665/ 140
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND

Age - 78
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 15427 Last 24 Hrs - 0
Make/Model- 15427 Last 30 Days- UNK/NR
Instrument- 434 Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PLT (CFI) REPORTED THAT WHILE HE WAS INSTRUCTING THE STUDENT ON TAKEOFFS & LANDING, THE ENG LOST POWER DUE TO INSUFFICIENT FUEL. REPORTEDLY, THE ENG LOST POWER SHORTLY AFTER TAKEOFF & THE AIRCREW HAD TO TURN TO AVOID HIGH TENSION WIRES DURING AN EMERGENCY LANDING. SUBSEQUENTLY, THE ACFT STALLED WHILE IT WAS ABOUT 30 FT OFF THE GROUND & THE LANDING GEAR & FUSELAGE WERE DAMAGED DURING TOUCHDOWN. THE CFI REPORTED THAT THE FUEL GAGES WERE PROVIDING A FAULTY INDICATION WHEN THE ENG LOST POWER.

Brief of Accident (Continued)

File No. - 1111

5/03/85

ERIE,PA

A/C Reg. No. N6114M

Time (Lcl) - 1930 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE -
2. ENGINE INSTRUMENTS,FUEL FLOW GAGE - FALSE INDICATION
3. FUEL SUPPLY - MISJUDGED -
4. FLUID,FUEL - EXHAUSTION
5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
7. MANEUVER - PERFORMED - PILOT IN COMMAND(CFI)
8. AIRSPEED - INADEQUATE -
9. STALL/MUSH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1045 5/08/85 LATROBE, PA A/C Reg. No. N4034N Time (Lc1) - 1825 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 140
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-12
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 310/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

WESTMORELAND CO.
Runway Ident - 23
Runway Lth/Wid - 5501/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 32
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 646 Last 24 Hrs - 0
Make/Model- 135 Last 30 Days- UNK/NR
Instrument- 17 Last 90 Days- 21
Multi-Eng - 182

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING A LANDING, THE ACFT BEGAN TO SWERVE TO THE RIGHT. AT ABOUT THE TIME HE WAS REGAINING CONTROL, THE LEFT GEAR SPRING (STRUT), PN Q441138, FAILED. SUBSEQUENTLY, THE ACFT WENT OFF THE RWY & THE LEFT WING WAS DAMAGED. AN EXAM OF THE STRUT REVEALED THAT IT HAD FAILED WHERE A BOLT HOLE HAD BEEN DRILLED TO INSTALL A STEP. THERE WAS EVIDENCE OF A PRE-EXISTING CRACK THAT EXTENDED ABOUT 1 INCH ON EACH SIDE OF THE HOLE.

Brief of Accident (Continued)

File No. - 1045

5/08/85

LATROBE, PA

A/C Reg. No. N4034N

Time (Lc1) - 1825 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
3. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED

Phase of Operation LANDING

Finding(s)

4. LANDING GEAR, MAIN GEAR STRUT - FATIGUE

-----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. - 1169 5/10/85 GLEN CAMPBELL,PA A/C Reg. No. N736FG Time (Lc1) - 1225 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	1
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - CESSNA R172K	Eng Make/Model - CONTINENTAL IO-360-K	ELT Installed/Activated - YES/NO
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 - 195 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CLEARFIELD,PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 240/025 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	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 - TRAFFIC PATTERN	
Obstructions to Vision- NONE	PRECAUTIONARY LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 562
SE LAND	Months Since - 20	Make/Model- 506
	Aircraft Type - UNK/NR	Instrument- 8
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLT, THE PLT FLEW OVER SVRL COAL STRIP MINES AT LOW ALT & AT LOW AIRSPEED. HE HAD THE ACFT TRIMMED FOR 60 KTS & HAD ONE NOTCH OF FLAPS EXTENDED. HE REPORTED THAT AS HE WAS FLYING IN STRAIGHT & LEVEL FLT, THE ACFT SEEMED TO BE DRAWN DOWN INTO A VALLEY. AS HE ADDED POWER, HE HEARD A NOISE AS THE LEFT MAIN GEAR CAME IN CONTACT WITH A DIRT PILE. THE PLT RETURNED TO THE ARPT. DURING THE LANDING, THE ACFT VEERED INTO A SMALL PATCH OF TREES & CAME TO REST. THE PLT REPORTED THAT THE WIND WAS FROM 240 DEG AT 25 GUSTING 30 KTS.

Brief of Accident (Continued)

File No. - 1169

5/10/85

GLEN CAMPBELL, PA

A/C Reg. No. N736FG

Time (Lc1) - 1225 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. WEATHER CONDITION - HIGH WIND
4. WEATHER CONDITION - GUSTS
5. LOW PASS - PERFORMED - PILOT IN COMMAND
6. WEATHER CONDITION - DOWNDRAFT
7. TERRAIN CONDITION - ROUGH/UNEVEN
8. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

9. LANDING GEAR, MAIN GEAR - OVERLOAD

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING

Finding(s)

10. DIRECTIONAL CONTROL - NOT POSSIBLE -
11. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

12. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,8

Factor(s) relating to this accident is/are finding(s) 2,3,4,6,7,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1185 5/11/85 TOUGHKENAMON,PA A/C Reg. No. N2401W Time (Lcl) - 1200 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	-MANEUVERING			0	0	0	1	0

-----Aircraft Information-----

Make/Model	- SCHWEIZER SGS-1-26B	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	- 600	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	ON AIRPORT	
Method	- N/A		
Completeness	- N/A	Airport Data	
Basic Weather	- VMC	NEW GARDEN	
Wind Dir/Speed	- 180/010 KTS	Runway Ident	- 24
Visibility	- 10.0 SM	Runway Lth/Wid	- 3400/ 50
Lowest Sky/Clouds	- CLEAR	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate	- UNK/NR			
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)				
STUDENT	Current	- N/A	Total	- 23	Last 24 Hrs	- 0
	Months Since	- N/A	Make/Model	- 4	Last 30 Days	- UNK/NR
	Aircraft Type	- N/A	Instrument	- 0	Last 90 Days	- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE GLIDER WAS BEING TOWED FOR TAKEOFF & HAD JUST BECOME AIRBORNE WHEN THE CANOPY CAME OPEN. THE PLT TRIED TO LATCH THE CANOPY, BUT WAS UNABLE, SO HE RELEASED THE GLIDER FROM THE TOW PLANE. WHILE THE PLT CONTINUED TO TRY TO LATCH THE CANOPY, THE GLIDER WENT TO THE RIGHT OF THE RWY. HE THEN TURNED BACK TOWARD THE RWY, BUT THE GLIDER WAS LOW & ITS LEFT WING CONTACTED THE SIDE OF THE RWY.

Brief of Accident (Continued)

File No. - 1185

5/11/85

TOUGHKENAMON, PA

A/C Reg. No. N2401W

Time (Lc1) - 1200 EDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - UNLOCKED
 2. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - OPEN
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
 4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 5. TERRAIN CONDITION - RUNWAY
 6. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, 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) 6,7

Factor(s) relating to this accident is/are finding(s) 1,2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1108 5/17/85 LATROBE, PA A/C Reg. No. N66892 Time (Lcl) - 2020 EDT

-----Basic Information-----

Type Operating Certificate	-COMMUTER	Aircraft Damage					
Name of Carrier	-CUMBERLAND AIRLINES	DESTROYED		Fatal	Injuries		
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	2	Minor	None
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	3	0	0
Accident Occurred During	-APPROACH						

-----Aircraft Information-----

Make/Model	- PIPER PA-31-350	Eng Make/Model	- LYCOMING TIO-540-J2BD	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 7000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 10	Rated Power	- 350 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	PITTSBURGH, PA	
Completeness - PARTIAL, LMTD BY FCSTR	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	WESTMORELAND COUNTY
Wind Dir/Speed - 340/018 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 4.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5501/ 100
Lowest Sky/Clouds - PART OBS	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 800 FT BROKEN	Type Apch/Lndg - ADF/NDB	Runway Status - WET
Obstructions to Vision - FOG		
Precipitation - RAIN SHOWERS		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI	Current - YES	Total - 3350	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - 6	Make/Model - 280	Last 30 Days - UNK/NR
	Aircraft Type - PA-31	Instrument - 505	Last 90 Days - 190
		Multi-Eng - 1155	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG AN IFR ARRIVAL, THE ACFT WAS VECTORED FOR AN NDB RWY 23 APCH TO THE WESTMORELAND COUNTY ARPT. AT THE NDB FINAL APCH FIX (8.1 MI FROM THE RWY), THE CREW TURNED INBOUND & CONTD TO THE ARPT. THEY CONTACTED THE TOWER & REPORTED OVER THE ILS OUTER MARKER (AN INTERMEDIATE POINT ON THE NDB FINAL APCH, 3.9 MI FROM THE RWY). THE TOWER ISSUED THE LOCAL LANDING ADVISORIES & CLEARED THE ACFT TO LAND. MOMENTS AFTER THE COPLT ADVISED THE CAPT THAT THEY WERE 15 SEC FROM THE MISSED APCH PT, THE ACFT COLLIDED WITH TREES. IMPACT OCCURRED 3.8 MI SE OF THE ARPT AT THE MIN DSCNT ALT (MDA) OF 1900 FT MSL. AN EXAM OF THE ACFT RECORDS INDICATED A RECURRING & CURRENT SQUAWK CONCERNING THE HSI SLAVING SYS. JUST BEFORE BEGINNING THE APCH, THE LATROBE WIND HAD CHANGED FROM 230 DEG AT 4 KTS (A HEADWIND) TO A STRONG QUARTERING TAIL WIND. DRG ARRIVAL THE CREW WERE ADVISED THE WIND WAS FROM 340 DEG AT 18 KTS. THEY HAD FIGURED THEIR TIMING TO THE MISSED APCH PT BY USING A GND SPEED OF 120 KTS. EARLIER THAT DAY, THE SAME CREW & ACFT HAD TERMINATED THE SAME NDB APCH, 1 MI EAST OF THE ARPT.

Brief of Accident (Continued)

File No. - 1108

5/17/85

LATROBE, PA

A/C Reg. No. N66892

Time (Lc1) - 2020 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. FLIGHT/NAV INSTRUMENTS, HORIZ SITUATION IND(HSI) - FAILURE, PARTIAL
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
3. LIGHT CONDITION - DUSK
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. WEATHER CONDITION - RAIN
7. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
8. COMPENSATION FOR WIND CONDITIONS - IMPROPER -
9. PROPER ALIGNMENT - NOT MAINTAINED -
10. TERRAIN CONDITION - HIGH TERRAIN
11. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,7

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1098 8/29/85 DANVILLE, PA A/C Reg. No. N3319F Time (Lc1) - 0700 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	3	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 182J	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point PALMYRA, PA	
Method - N/A	Destination	Airport Data
Completeness - N/A	SAME AS ACC/INC	DANVILLE
Basic Weather - VMC	ATC/Airspace	Runway Ident - 27
Wind Dir/Speed- 280/005 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 2140/ 350
Visibility - 4.000 SM	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 10000 FT	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Lowest Ceiling - 10000 FT BROKEN		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAWN		

-----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 - 208
SE LAND	Months Since - 15	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 177
		Instrument- 4
		Last 30 Days- UNK/NR
		Last 90 Days- 34

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN APCH, THE ACFT WAS CONFIGURED WITH FULL FLAPS & WAS TRIMMED FOR 65 KTS. AT ABOUT 150 FEET FROM THE DESIRED TOUCHDOWN POINT, THE PLT REDUCED POWER TO LAND. MOMENTARILY AFTER THAT, THE STALL WARNING HORN SOUNDED & THE ACFT FELL 10 TO 20 FT, IMPACTING THE GROUND APRX 20 TO 30 FT SHORT OF THE RWY. DURING IMPACT, THE NOSE WHEEL WAS TORN FROM THE ACFT. THE ACFT THEN BOUNCED ONTO THE RWY, SKIDDED ABOUT 100 FT & NOSED OVER. A WITNESS NEAR THE APCH END OF THE RWY SAID THE ACFT APPEARED TO BE SLOWER THAN NORMAL & IN A NOSE HIGH SLIP. NO SOUND OF ENG POWER WAS HEARD AS THE ACFT WAS ABOUT TO LAND.

Brief of Accident (Continued)

File No. - 1098

8/29/85

DANVILLE,PA

A/C Reg. No. N3319F

Time (Lcl) - 0700 EDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. AIRSPEED - MISJUDGED - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. FLARE - IMPROPER - PILOT IN COMMAND
5. TERRAIN CONDITION - RISING

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
6. LANDING GEAR,NOSE GEAR - OVERLOAD

Occurrence #4 NOSE OVER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1120 1/18/85 LOIZA,PR A/C Reg. No. N5736K Time (Lcl) - 1600 AST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-OMNI FLIGHT OFFSHORE	SUBSTANTIAL						
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire						
Flight Conducted Under	-14 CFR 135	NONE	Crew	0	0	0	1	
Accident Occurred During	-MANEUVERING		Pass	0	0	0	0	

-----Aircraft Information-----

Make/Model	- BELL 206L-1	Eng Make/Model	- ALLISON 250-C28B	ELT Installed/Activated	- YES/YES
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4150	Engine Type	- TURBOSHAFT		
No. of Seats	- 7	Rated Power	- 435 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	UNK/NR		BEACH HELIPORT	
Wind Dir/Speed	- 080/011 KTS			Runway Ident	- N/A
Visibility	- 20.0 SM	ATC/Airspace		Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 2500 FT SCATTERED	Type of Flight Plan	- NONE	Runway Surface	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- FORCED LANDING		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 3604	Last 24 Hrs - 2
	Months Since - 2	Make/Model - 861	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - 206	Instrument - 1319	Last 90 Days - 173
			Rotorcraft - 3547

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE HELICOPTER PLT HAD JUST DISCHARGED HIS PASSENGERS FOLLOWING A FLT FROM AN OFF-SHORE BARGE TO A BEACH HELIPORT. WHEN HE LIFTED OFF & STARTED TO CROSS OVER A FENCE, THE ENG LOST PARTIAL POWER. THE PLT TRIED TO AVOID THE OBSTRUCTION, BUT THE TAIL BOOM HIT THE FENCE & FAILED. THE ACFT THEN HIT THE GROUND & ROLLED OVER. AN ENG TEARDOWN REVEALED THAT THE COMPRESSOR MOUNT ASSEMBLY, P/N 6898611, HAD FAILED FROM FATIGUE AT 3 PAD POSITIONS. THERE WAS EVIDENCE THAT THE COMPRESSOR SPLINE ADAPTER THEN FAILED DUE TO MISALIGNMENT. A REVIEW OF THE MAINTENANCE RECORDS SHOWED THAT A MANDATORY INSPECTION OF THE COMPRESSOR MOUNTS WAS OVERDUE.

Brief of Accident (Continued)

File No. - 1120

1/18/85

LOIZA,PR

A/C Reg. No. N5736K

Time (Lc1) - 1600 AST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. COMPRESSOR ASSEMBLY,CASTING - FATIGUE
2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

3. OBJECT - FENCE

Occurrence #4 ROLL OVER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1196 6/07/85 AIKEN, SC A/C Reg. No. N9146F Time (Lc1) - 1745 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - HUGHES 369HS
Landing Gear - SKID
Max Gross Wt - 2550
No. of Seats - 5

Eng Make/Model - ALLISON 250-C18A
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 278 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/005 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
SALUDA, SC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

AIKEN MUNI
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND
HELICOPTER

Age - 70

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 11664	Last 24 Hrs	- 4
Make/Model-	300	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	36
Multi-Eng	- UNK/NR	Rotorcraft	- 7664

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LANDING, THE ENG LOST POWER & THE HELICOPTER TOUCHED DOWN HARD. THE PLT STATED THAT PRIOR TO THE 15 MIN FLT, THE FUEL GAGE WAS INDICATING 125 LBS OF FUEL & AT THE ACCIDENT SITE IT INDICATED 90 LBS OF FUEL. A POST CRASH INSPECTION OF THE FUEL SYSTEM REVEALED THAT 3 SUPPORT BRACKETS WERE NOT INSTALLED IN THE FUEL CELL & ONLY A TRACE OF FUEL WAS REMAINING. THE ABSENCE OF THE BRACKETS PERMITTED THE FUEL CELL TO COLLAPSE AS FUEL WAS CONSUMED & RESULTED IN ERRONEOUS FUEL GAGE READINGS. THE FUEL LOW CAUTION INDICATOR WAS ALSO FOUND TO BE INOPERATIVE DUE TO A CANNON PLUG THAT WAS IMPROPERLY WIRED.

Brief of Accident (Continued)

File No. - 1196

6/07/85

AIKEN, SC

A/C Reg. No. N9146F

Time (Lc1) - 1745 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. MAINTENANCE, INSTALLATION - IMPROPER → OTHER MAINTENANCE PSNL
2. FUEL SYSTEM, TANK - INCORRECT
3. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
4. WARNING SYSTEM(OTHER) - INOPERATIVE
5. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
6. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
7. FLUID, FUEL - EXHAUSTION
8. FUEL SUPPLY - INADEQUATE -

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,8

Factor(s) relating to this accident is/are finding(s) 4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1024 7/14/85 LUGOFF, SC A/C Reg. No. N8472T Time (Lc1) - 1815 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-OTHER WORK USE	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182C	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 210/003 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 3000 FT SCATTERED</p> <p>Lowest Ceiling - 25000 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;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - SIMULATED FORCED LANDING</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRSTRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">LUGOFF PARA-FLITE CENTER</p> <p style="padding-left: 20px;">Runway Ident - 13</p> <p style="padding-left: 20px;">Runway Lth/Wid - 3000</p> <p style="padding-left: 20px;">Runway Surface - DIRT</p> <p style="padding-left: 20px;">Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 35</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 14</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 656</td> <td>Last 24 Hrs - 3</td> </tr> <tr> <td>Make/Model- 152</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 48</td> <td>Last 90 Days- 21</td> </tr> </table>	Total - 656	Last 24 Hrs - 3	Make/Model- 152	Last 30 Days- UNK/NR	Instrument- 48	Last 90 Days- 21
Total - 656	Last 24 Hrs - 3							
Make/Model- 152	Last 30 Days- UNK/NR							
Instrument- 48	Last 90 Days- 21							

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TRANSPORTED A LOAD OF SKYDIVERS TO ALT & WAS RETURNING TO THE AIRSTRIP. DURING ARRIVAL, HE DECIDED TO PRACTICE A SIMULATED ENG OUT LANDING. WHILE ON AN APCH WITH FULL FLAPS, THE PLT ELECTED TO SLIP THE ACFT. AS HE WAS TRANSITIONING FROM A SIDE SLIP TO A NORMAL LANDING ATTITUDE, THE ACFT SUDDENLY DROPPED, LANDED HARD & BOUNCED. THE PLT REPORTED THAT ON THE 2ND TOUCHDOWN, THE NOSEWHEEL HUB FAILED, THE PROP STRUCK THE RWY & THE NOSE GEAR WAS BENT.

Brief of Accident (Continued)

File No. - 1024

7/14/85

LUGOFF, SC

A/C Reg. No. N8472T

Time (Lcl) - 1815 EDT

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND
2. ALTITUDE - EXCESSIVE - PILOT IN COMMAND
3. REMEDIAL ACTION - PERFORMED -
4. FLARE - IMPROPER - PILOT IN COMMAND
5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1179 9/07/85 ANDERSON, SC A/C Reg. No. N737LH Time (Lc1) - 1630 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 - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point GREENVILLE, SC	
Method - N/A	Destination	Airport Data
Completeness - N/A	SAME AS ACC/INC	ANDERSON COUNTY
Basic Weather - VMC	ATC/Airspace	Runway Ident - 23
Wind Dir/Speed- 030/008 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 150
Visibility - 10.0 SM	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - 4500 FT SCATTERED	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 - 81	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 530
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 30
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE ACFT ENCOUNTERED A GUST OF WIND AS HE WAS LANDING & THE NOSE WENT UP. SUBSEQUENTLY, THE ACFT LANDED HARD & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 1179

9/07/85

ANDERSON, SC

A/C Reg. No. N737LH

Time (Lc1) - 1630 EDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. FLARE - IMPROPER - PILOT IN COMMAND
 4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

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. - 1003 5/26/85 TEA,SD A/C Reg. No. N555 Time (Lcl) - 1730 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	2	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -MANEUVERING						

-----Aircraft Information-----

Make/Model - BOEING A75	Eng Make/Model - CONTINENTAL W-670	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 220 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- 360/016 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 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 - 1700 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 765
SE LAND	Months Since - 1	Last 24 Hrs - 2
	Aircraft Type - A75N1	Make/Model- 110
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE OWNER/PLT-IN-COMMAND (PIC) TOOK OFF ON A LOCAL FLT WITH ANOTHER OCCUPANT IN THE FRONT SEAT. THE FRONT SEAT OCCUPANT WAS A COMMERCIAL, SINGLE-ENG, MULTI-ENG PLT WITH AN INSTRUCTOR RATING, BUT HE HAD NO PREVIOUS EXPERIENCE IN A75 ACFT. WHILE IN FLT, THE PIC ALLOWED THE FRONT SEAT PLT TO TAKE CONTROL OF THE ACFT. AS THE FRONT SEAT PLT ENTERED A TURN AT LOW ALT NEAR THE ARPT, THE PIC ADVANCED THE THROTTLE TO MAINTAIN AIRSPEED IN THE TURN. AT THAT TIME, THE FRONT SEAT PLT THOUGHT THE PIC HAD TAKEN CONTROL OF THE ACFT; HE THOUGHT THEY WERE RETURNING BACK TO THE ARPT. THE ACFT CONTINUED TURNING & ENTERED A DESCENT. THE PIC THOUGHT THE FRONT SEAT PLT WAS STILL CONTROLLING THE ACFT & WAS GOING TO MAKE A LOW PASS. SINCE THE FRONT SEAT PLT WAS AN INSTRUCTOR WITH OVER 1000 HRS OF FLT TIME, THE PIC DID NOT QUESTION THE MANEUVER. SUBSEQUENTLY, THE ACFT IMPACTED THE GROUND WHILE STILL IN A STEEP DESCENT.

Brief of Accident (Continued)

File No. - 1003

5/26/85

TEA,SD

A/C Reg. No. N555

Time (Lc1) - 1730 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING

Finding(s)

1. CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND
 2. INTERPRETATION OF INSTRUCTIONS - NOT UNDERSTOOD - COPILOT
 3. REMEDIAL ACTION - DELAYED -
 4. TERRAIN CONDITION - GROUND
 5. 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) 1,5

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1070 9/05/85 TEA,SD

A/C Reg. No. N69125

Time (Lcl) - 1945 CDT

-----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

2

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 152

Eng Make/Model - LYCOMING O-235-L2C

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1670

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 110 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/014 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 - TOUCH AND GO

FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

GREAT PLANES

Runway Ident - 16

Runway Lth/Wid - 2430/ 45

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Age - 57

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL,ATP,CFI

Current - YES

Total - 10881

Last 24 Hrs - 1

SE LAND,ME LAND

Months Since - 8

Make/Model- 248

Last 30 Days- 39

Aircraft Type - PA-28

Instrument- 1610

Last 90 Days- 108

Multi-Eng - 6605

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT & INSTRUCTOR PLT (CFI) WERE PRACTICING LANDINGS. AFTER MAKING 3 TOUCH-&-GO LANDINGS, THE ENG LOST POWER AT APRX 200 FT AGL AS THEY WERE ON THEIR 4TH TAKEOFF. THE CFI REPORTED THAT HE TURNED THE ACFT ABOUT 25 DEG IN AN ATTEMPT TO GLIDE TO A BEAN FIELD & AVOID TALL CORN. HOWEVER, THERE WAS INSUFFICIENT ALT TO AVOID THE CORN. AFTER LANDING IN THE CORN FIELD & ON MUDDY GROUND, THE ACFT NOSED OVER. AN EXAM OF THE ENG & ACFT REVEALED NO PREIMPACT MECHANICAL PROBLEM THAT WOULD HAVE RESULTED IN A LOSS OF POWER. THE ENG WAS STARTED & RUN TO 1500 RPM WITH NO PROBLEMS NOTED, EXCEPT THAT IT COULD NOT BE OPERATED AT A HIGHER RPM DUE TO A BENT PROP. THE TEMP & DEW POINT WERE 78 & 77 DEG, RESPECTIVELY. ACCORDING TO ICING PROBABILITY CHARTS, SERIOUS CARB ICING CONDITION WOULD HAVE EXISTED AT IDLE POWER. HOWEVER,THE CFI STATED THAT THEY HAD USED CARB HEAT ON THE DOWNWIND OF EACH PATTERN, THEN PLACED IT IN COLD FOR EACH TAKEOFF.

Brief of Accident (Continued)

File No. - 1070

9/05/85

TEA,SD

A/C Reg. No. N69125

Time (Lc1) - 1945 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 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - CROP
3. TERRAIN CONDITION - SOFT
4. TERRAIN CONDITION - WET

Occurrence #4 NOSE OVER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 1109 11/10/85 KNOXVILLE, TN A/C Reg. No. N49164 Time (Lc1) - UNK/NR

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries	Minor	None
	SUBSTANTIAL		Serious		
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-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 - 115 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	KNOXVILLE DOWNTOWN
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - 26
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2126
SE LAND,SE SEA	Months Since - 13	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 35
		Last 30 Days- UNK/NR
		Instrument- 212
		Last 90 Days- 55

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ON A PERSONAL NIGHT PROFICIENCY FLT. HE MADE 2 STOP & GO LANDINGS WITHOUT INCIDENT. ON THE 3RD LANDING, THE ACFT TOUCHED DOWN ABOUT 50 TO 60 FT SHORT OF THE RWY ON UPSLOPING TERRAIN & THE NOSE GEAR COLLAPSED. THE PLT STATED THAT HE WAS MAKING A POWER OFF APCH. ALSO, HE REPORTED THAT THE HIGH INTENSITY STROBE LIGHTS MARKING THE RWY THRESHOLD CAUSED SOME INTERFERENCE WITH HIS VISUAL PERCEPTION.

Brief of Accident (Continued)

File No. - 1109

11/10/85

KNOXVILLE, TN

A/C Reg. No. N49164

Time (Lc1) - UNK/NR

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - RISING

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

6. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1155 1/19/85 ABILENE, TX A/C Reg. No. N735QN Time (Lcl) - 1845 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

Fatal	Injuries			None
	Serious	Minor		
0	1	0	0	0
0	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182Q
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-U
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 - FULL
Basic Weather - VMC

Wind Dir/Speed- 360/025 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1200 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
FORT WORTH, TX
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - ILS-COMPLETE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ABILENE MUNI
Runway Ident - 35R
Runway Lth/Wid - 7200/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 45

Biennial Flight Review

Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	464	Last 24 Hrs	-	4
Make/Model	-	26	Last 30 Days	-	UNK/NR
Instrument	-	109	Last 90 Days	-	15
Multi-Eng	-	103			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DETERIORATING WX WAS ENCOUNTERED & THE PLT ELECTED TO LAND SHORT OF THE ORIGINAL DESTN. HE WAS PROVIDED VECTORS FOR AN ILS APCH TO RWY 35R AT ABILENE, TX. DURING THE NIGHT APCH, HE ENCOUNTERED STRONG GUSTY WINDS, SEVERE TURBULENCE & RESTRICTED VISIBILITY. THE PLT STATED THAT AT LEAST ONE TIME, THE AIRSPEED DROPPED 20 KTS, INDICATING WIND SHEAR. ALSO, HE STATED THAT AS HE CONTACTED THE TOWER, HE GOT A BRIEF LOOK AT THE ARPT LIGHTS & STARTED A GENTLE TURN TO CORRECT TO THE LOCALIZER. SHORTLY AFTER THAT, AFTER HE WAS CLEARED FOR THE ILS APCH & LANDING, THE ACFT IMPACTED THE GROUND WHILE STILL SOUTH OF THE OUTER MARKER. PRIOR TO THE FLT, THE PLT HAD OBTAINED A WX BRIEFING & WAS WARNED OF WIDE SPREAD CLOUD COVER, GUSTY WINDS & WIND SHEAR ASSOCIATED WITH A PASSING FRONTAL SYS.

Brief of Accident (Continued)

File No. - 1155

1/19/85

ABILENE, TX

A/C Reg. No. N735QN

Time (Lc1) - 1845 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. WEATHER CONDITION - CLOUDS
5. WEATHER CONDITION - TURBULENCE
6. WEATHER CONDITION - HIGH WIND
7. WEATHER CONDITION - GUSTS
8. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND

Occurrence #2 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

9. WEATHER CONDITION - WINDSHEAR
10. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
11. DESCENT - NOT CORRECTED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

12. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1, 10, 11

Factor(s) relating to this accident is/are finding(s) 2, 3, 4, 5, 6, 7, 9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1141 3/06/85 GILMER, TX A/C Reg. No. N7012W Time (Lcl) - 2130 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage					
Type of Operation	-PERSONAL	DESTROYED		Fatal		Injuries	
Flight Conducted Under	-14 CFR 91	Fire	Crew	1	1	Serious	Minor
Accident Occurred During	-APPROACH	NONE	Pass	0	0	0	None

-----Aircraft Information-----

Make/Model	- PIPER PA-28-180	Eng Make/Model	- LYCOMING O-360-A1A	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	- 180 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	GILMER-UPSHUR
Wind Dir/Speed	- 090/009 KTS	ATC/Airspace	Runway Ident
Visibility	- 35.0 SM	Type of Flight Plan	- 35
Lowest Sky/Clouds	- 5000 FT SCATTERED	Type of Clearance	- 3000/ 50
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 781	Last 24 Hrs - 3
SE LAND, ME LAND	Months Since - 9	Make/Model - 67	Last 30 Days - 30
HELICOPTER	Aircraft Type - PA-28	Instrument - 53	Last 90 Days - 43
		Multi-Eng - 13	Rotorcraft - 52

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

AN ASSOCIATE OF THE PLT/OWNER STATED THAT HE HAD DEPARTED AT ABOUT 2030 CST TO GET SOME NIGHT PRACTICE PRIOR TO GETTING A DAY VFR RESTRICTION REMOVED FROM HIS PVT LICENSE. REPORTEDLY, THE OWNER/PLT & AN INSTRUCTOR (CFI) WERE INTENDING TO FLY TOGETHER & PRACTICE TOUCH-&-GO LANDINGS. THERE WERE NO KNOWN WITNESSES TO THE ACCIDENT. THE ACFT WAS FOUND ABOUT 4 HRS AFTER IT HAD CRASHED. AN EXAM OF THE CRASH SITE REVEALED THE ACFT HAD COLLIDED WITH 70 FT TREES NEAR THE APCH END OF RWY 35. IMPACT OCCURRED IN A SLIGHT RIGHT BANK & SLIGHT NOSE DOWN ATTITUDE, AS IF THE ACFT WAS ON A BASE TO FINAL TURN, BUT TOO CLOSE IN & TOO LOW. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND DURING THE INVESTIGATION. THE CFI, WHO WAS ACTING AS A SAFETY PLT, RECEIVED SERIOUS INJURIES & HAD NO MEMORY OF WHAT OCCURRED DURING THE FLT. THERE WERE TALL TREES NEAR THE SOUTHERN PART OF THE RWY WHICH MAY HAVE OBSCURED THE RWY LIGHTS WHEN VIEWED FROM THE EAST OR SOUTHEAST.

Brief of Accident (Continued)

File No. - 1141

3/06/85

GILMER, TX

A/C Reg. No. N7012W

Time (Lcl) - 2130 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. TERRAIN CONDITION - HIGH VEGETATION
3. AIRPORT FACILITIES, VISUAL APCH SLOPE IND(VASI) - UNAVAILABLE
4. PROPER ALIGNMENT - NOT ATTAINED - COPILOT
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - COPILOT
6. PROPER ALTITUDE - NOT MAINTAINED - COPILOT
7. SUPERVISION - INADEQUATE - PILOT IN COMMAND
8. OBJECT - TREE(S)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1020

3/17/85

EMHOUSE, TX

A/C Reg. No. N953D

Time (Lcl) - 1300 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-MANEUVERING				

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Fire NONE
Crew 1
Pass 0

-----Aircraft Information-----

Make/Model - UNIVERSAL STINSON 108
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2000
No. of Seats - 2

Eng Make/Model - FRANKLIN 6A4-165B3
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

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 - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CORSICANA, TX
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 52
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED THE STUDENT PLT MAKING REPEATED LOW PASSES NEAR HIS FRIEND'S HOUSE. WHILE MANEUVERING, THE ACFT COLLIDED WITH A POWER LINE, THEN CRASHED TO THE GROUND INVERTED. THE STUDENT HELD A STUDENT PLT CERTIFICATE THAT WAS DATED 10/17/62. NO RECORD COULD BE FOUND OF A REISSUED CERTIFICATE. THE LAST RECORD OF A MEDICAL (3RD CLASS) WAS DATED 10/8/62. THE LAST ANNUAL INSPECTIONS OF THE ACFT & ENG WERE DATED 7/18/81. DURING AN EXAM OF THE ACFT, NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 1020

3/17/85

EMHOUSE, TX

A/C Reg. No. N953D

Time (Lcl) - 1300 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND
 3. MAINTENANCE, ANNUAL INSPECTION - NOT PERFORMED - PILOT IN COMMAND
 4. JUDGEMENT - POOR - PILOT IN COMMAND
 5. BUZZING - PERFORMED -
 6. LOW PASS - PERFORMED -
 7. OBJECT - WIRE, TRANSMISSION
 8. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,8

Factor(s) relating to this accident is/are finding(s) 7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1013

4/01/85

RIESEL, TX

A/C Reg. No. N6436N

Time (Lcl) - 1520 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Injuries

Fatal

Serious

Minor

None

Type of Operation -TEST FLIGHT

Fire

Crew

0

1

0

0

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

1

0

0

0

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - CESSNA T210N

Eng Make/Model - CONTINENTAL TS10-520-R

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3800

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 6

Rated Power - 310 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 320/011 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - 25000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ROBINSON, TX

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 - STRAIGHT-IN

-----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

Current - UNK/NR

Total - UNK/NR

Last 24 Hrs - UNK/NR

SE LAND, ME LAND

Months Since - UNK/NR

Make/Model- UNK/NR

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- UNK/NR

Last 90 Days- UNK/NR

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT ENG HAD JUST BEEN TOP OVERHAULED AND A STOL KIT WAS ADDED. THE MECHANIC REPORTEDLY TOLD THE PLT TO BE "EASY" ON THE ENG AND FLY THE ACFT 45-60 MINS NEAR THE TRAFFIC PATTERN SO IT COULD BE CHECKED FOR OIL LEAKS. THE PLT REPORTEDLY IGNORED THESE INSTRUCTIONS, LEFT THE TRAFFIC PATTERN AND WAS SEEN PERFORMING ABRUPT CLIMBING AND DESCENDING MANEUVERS. A WITNESS REPORTED SEEING THE ACFT SEVERAL MILES FROM THE ARPT TRAILING THIN WHITE SMOKE SHORTLY BEFORE THE ENG STOPPED. THE ACFT THEN MADE A STEEP LEFT TURN AND "LOST ALTITUDE QUICKLY" IMPACTING TREES. ON SCENE INVESTIGATION REVEALED THE LANDING GEAR AND FLAPS WERE IN THE FULL EXTENDED POSITION. A NEGLIGABLE AMT OF OIL WAS IN THE ENG AND NO EVIDENCE OF AN OIL LEAK WAS FOUND. ENG TEARDOWN REVEALED EVIDENCE OF OIL STARVATION. TWO HOLES WERE FOUND WORN IN THE OIL PRESSURE LINE TO THE TURBOCHARGER, HOWEVER, BECAUSE THE INTERNAL TEFLON LINER WAS TRANSFORMED TO ASHES BY INTENSE POST CRASH FIRE IT COULD NOT BE DETERMINED IF THE HOLES WERE WORN THROUGH THE INTERNAL LINER.

Brief of Accident (Continued)

File No. - 1013

4/01/85

RIESEL, TX

A/C Reg. No. N6436N

Time (Lcl) - 1520 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. FLUID,OIL - INADEQUATE
2. FLUID,OIL - UNDETERMINED
3. ENGINE ASSEMBLY - OVERTEMPERATURE
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
6. EMERGENCY PROCEDURE - POOR - PILOT IN COMMAND
7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. OBJECT - TREE(S)

Occurrence #4 FIRE
Phase of Operation OTHER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,7

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. - 1177

4/19/85

MIDLAND, TX

A/C Reg. No. N93V

Time (Lc1) - 1735 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 210L
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-L3
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 - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 250/015 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BIRMINGHAM, AL
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MIDLAND
Runway Ident - 28
Runway Lth/Wid - 4380/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, ME LAND

Age - 70

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1356	Last 24 Hrs -	6
Make/Model-	622	Last 30 Days-	UNK/NR
Instrument-	267	Last 90 Days-	33
Multi-Eng -	523	Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT ESTIMATED THAT THE DURATION OF FLT WOULD BE ABOUT 5 TO 5-1/2 HRS & THAT HE HAD APRX 7 HRS OF FUEL ON BOARD. HOWEVER, THE ACFT ENCOUNTERED HEAD WINDS DURING THE FLT, & AS IT WAS APPROACHING THE DESTINATION, THE ENG LOST POWER AFTER APRX 6 HRS OF FLT. SUBSEQUENTLY, AN EMERG LANDING WAS MADE ABOUT 1 MI FROM THE ARPT. DURING THE LADNING, THE NOSEWHEEL HIT A CLUMP OF GRASS & SEPARATED FROM THE ACFT. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND THAT WOULD HAVE RESULTED IN THE ACDNT. A FUEL LINE WAS BROKEN DURING IMPACT WHICH ALLOWED FUEL TO DRAIN; THEREFORE, THE EXACT AMOUNT OF FUEL ON BOARD AT THE TIME OF THE ACDNT COULD NOT BE VERIFIED. THE INVESTIGATOR ESTIMATED THAT 93.5 GAL OF FUEL WOULD HAVE BEEN REQUIRED AT OPTIMUM CONDITIONS. THE ACFT'S FUEL CAPACITY WAS 90 GAL OF WHICH 1 GAL WAS UNUSABLE. THE PLT BELIEVED THERE WAS STILL USABLE FUEL ON BOARD WHEN THE ENG LOST POWER & SAID THAT HE HAD THE FUEL SELECTOR SET FOR THE FULLEST TANK.

Brief of Accident (Continued)

File No. - 1177

4/19/85

MIDLAND, TX

A/C Reg. No. N93V

Time (Lc1) - 1735 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
3. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
4. FLUID, FUEL - EXHAUSTION
5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #4 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

7. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

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. - 1079 6/22/85 HEBER CITY,UT A/C Reg. No. N997 Time (Lcl) - 1810 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	1	Serious	Minor	None
Accident Occurred During -APPROACH			0	0	0	0

-----Aircraft Information-----

Make/Model - KILLIAN BRIEGLEB BG-12B	Eng Make/Model - N/A	ELT Installed/Activated - NO	-N/A
Landing Gear - UNK/NR	Number Engines - N/A	Stall Warning System - YES	
Max Gross Wt - 805	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	LOCAL	HEBER VALLEY
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 21
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4400/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 58
	Months Since - 1	Last 24 Hrs - 2
GLIDER	Aircraft Type - T53	Make/Model- 2
		Last 30 Days- 2
		Instrument- 0
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS A GEORGE KILLIAN/BRIEGLEB BG-12B, EXPERIMENTAL, HOME BUILT GLIDER. AN OWNER REPORTED THAT THE PLT HAD COME FROM NEW MEXICO TO BUY THE GLIDER. AFTER SPENDING ABOUT 3 HRS IN FAMILIARIZATION TRAINING, THE PLT WENT ON HIS 1ST FLT WHICH WAS UNEVENTFUL. HE THEN WENT ON A 2ND FLT WHICH WAS APPROXIMATELY 1 HR IN DURATION. AS THE GLIDER WAS ON FINAL APCH TO LAND & WAS AT ABOUT 100 TO 150 FT AGL, IT ENTERED A NOSE DOWN ATTITUDE & CRASHED. ACCORDING TO WITNESSES, THE GLIDER SMOOTHLY PITCHED OVER INTO A NOSE DOWN ATTITUDE WITHOUT STALLING. AN EXAM OF THE FLT CONTROLS WAS MADE, BUT NO PREIMPACT MALFUNCTION OR FAILURE OF THE ELEVATOR CONTROL SYS WAS FOUND. A PATHOLOGICAL EXAM OF THE PLT REVEALED NO MEDICAL PROBLEMS THAT WOULD HAVE RESULTED IN THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1079

6/22/85

HEBER CITY,UT

A/C Reg. No. N997

Time (Lcl) - 1810 MDT

Occurrence #1

LOSS OF CONTROL - IN FLIGHT

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1142 2/24/85 MANASSAS,VA A/C Reg. No. N4599L Time (Lcl) - 0830 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/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 AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	MANASSAS
Wind Dir/Speed- 210/012 KTS	ATC/Airspace	Runway Ident - 34L
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3700/ 100
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 31
	Months Since - N/A	Make/Model- 31
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 31
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT REPORTED THAT AFTER THE ACFT TOUCHED DOWN ON A TOUCH-&-GO LANDING, HE OBSERVED ABOUT 1000 BIRDS AT THE DEPARTURE END OF THE RWY. HE ELECTED TO TURN OFF AT THE 1ST AVAILABLE TAXIWAY. HOWEVER, HIS SPEED WAS TOO FAST TO NEGOTIATE THE TURN & THE ACFT WENT OFF THE HARD SURFACE & ONTO THE GRASS. THE NOSE GEAR SANK INTO SOFT, WET TERRAIN & THE ACFT STOPPED IN A NOSE DOWN ATTITUDE. ABOUT 8 TO 10 SEC LATER, THE WIND BLEW THE ACFT OVER. THE PLT HAD LANDED WITH A QUARTERING TAIL WIND.

Brief of Accident (Continued)

File No. - 1142

2/24/85

MANASSAS, VA

A/C Reg. No. N4599L

Time (Lc1) - 0830 EST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - TAILWIND
 3. WRONG RUNWAY
 4. OBJECT - BIRD(S)
 5. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
 6. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
 7. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 8. TERRAIN CONDITION - SOFT
 9. TERRAIN CONDITION - WET
-

Occurrence #2 NOSE DOWN
Phase of Operation LANDING

Occurrence #3 NOSE OVER
Phase of Operation OTHER

Finding(s)

10. WEATHER CONDITION - UNFAVORABLE WIND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7

Factor(s) relating to this accident is/are finding(s) 1,2,4,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1184 3/03/85 WAYNESBORO,VA A/C Reg. No. N3950D Time (Lc1) - 1715 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	NONE					
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 -STANDING			0	1	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL O-470	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	WAYNESBORO
Wind Dir/Speed- 150/004 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
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 - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 37
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 4
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 4
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT TAXIED THE ACFT TO THE RUN-UP AREA AND STOPPED WITH THE ENGINE RUNNING. THE PASSENGER, A RATED HELICOPTER PILOT, EXITED THE AIRPLANE TO RETRIEVE A PORTABLE COMMUNICATIONS RADIO. ACCORDING TO THE STUDENT, THE PASSENGER DUCKED UNDER THE WING STRUT AND WALKED FORWARD INTO THE PROPELLER WITH THE ACFT REMAINING STATIONARY THRU-OUT THE OCCURRENCE. THE PASSENGER, WHO RECEIVED SERIOUS SHOULDER AND BACK LACERATIONS, FELT THAT HE HAD CLEARED THE PROP ARC AND THAT THE ACFT MOVED & STRUCK HIM.

Brief of Accident (Continued)

File No. - 1184

3/03/85

WAYNESBORO, VA

A/C Reg. No. N3950D

Time (Lcl) - 1715 EST

Occurrence

PROPELLER/ROTOR CONTACT

Phase of Operation

STANDING - ENGINE(S) OPERATING

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 2. PROCEDURES/DIRECTIVES - INADEQUATE - PILOT IN COMMAND
 3. CLEARANCE - MISJUDGED - PASSENGER
-

-----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. - 1189 3/27/85 BRIDGEWATER, VA A/C Reg. No. N2318R Time (Lcl) - 1445 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	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 182G	Eng Make/Model - CONTINENTAL O-470	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	CHESTERFIELD, VA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BRIDGEWATER AIRPARK
Wind Dir/Speed- 190/012 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2755/ 60
Lowest Sky/Clouds - 25000 FT THIN BKN	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 - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 159
SE LAND	Months Since - 2	Last 24 Hrs - 1
	Aircraft Type - C-182G	Make/Model- 87
		Last 30 Days- 5
		Instrument- 1
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

DUE TO EXCESS ALTITUDE, DURING HIS 1ST APCH TO LAND, THE PLT EXECUTED A GO-AROUND. THE 2ND APCH RESULTED IN PROPER ALTITUDE, BUT HIGH AIRSPEED. CROSSWIND CONDITIONS & GUSTS UP TO 22 KTS EXISTED AT THE TIME & TOUCHDOWN OCCURRED APRX HALF WAY DOWN THE 2755 FT RWY. SKID MARKS ON THE RWY WERE LIGHT FOR ABOUT 550 FT. THE ACFT RAN OFF THE END OF THE RWY, CONTINUED ACROSS 50 FT OF GRASS OVERRUN AREA & DOWN A 10 TO 15 FT EMBANKMENT TO THE NORTH RIVER. THE AIRPLANE CAME TO REST INVERTED WITH THE NOSE & WINGS SUBMERGED IN WATER. THE OCCUPANTS EXTRICATED THEMSELVES UNAIDED.

Brief of Accident (Continued)

File No. - 1189

3/27/85

BRIDGEWATER, VA

A/C Reg. No. N2318R

Time (Lc1) - 1445 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
6. GO-AROUND - NOT PERFORMED -

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - DOWNHILL
8. TERRAIN CONDITION - WET

-----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) 1,2,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1188 4/13/85 ALTA VISTA, VA A/C Reg. No. N316SR Time (Lc1) - 1330 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-TEST FLIGHT	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-TAKEOFF					

-----Aircraft Information-----

Make/Model	- ROTEC RALLY 3	Eng Make/Model	- ROTAX 503	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 700	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 48 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL	PRIVATE STRIP	
Wind Dir/Speed	- 190/010 KTS	ATC/Airspace	Runway Ident	- N/A
Visibility	- 15.0 SM	Type of Flight Plan	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 5000 FT SCATTERED	Type of Clearance	Runway Surface	- GRASS/TURF
Lowest Ceiling	- 25000 FT BROKEN	Type Apch/Lndg	Runway Status	- N/A
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI	Current - YES	Total	- 7310
SE LAND,ME LAND	Months Since - 0	Make/Model	- 8
	Aircraft Type - C-421	Instrument	- 690
		Multi-Eng	- 4230
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- 8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

EACH TIME THE PILOT APPLIED NOSE UP PITCH CONTROL AFTER TAKE OFF, THE ACFT SETTLED BUT WOULD MAINTAIN STRAIGHT AND LEVEL FLIGHT WHEN THE CONTROLS WERE NEUTRALIZED. DUE TO THE SETTLING EFFECT, OBSTRUCTION CLEARANCE COULD NOT BE ATTAINED AND THE ACFT SETTLED INTO TREES AT THE END OF THE RUNWAY. THE PILOT WAS EJECTED WHEN THE STITCHING OF HIS LAP BELT FAILED. THE ACFT AS PREVIOUSLY FLOWN SUCCESSFULLY SEVERAL TIMES AFTER ASSEMBLY FROM THE MANUFACTURER'S KIT, BUT ON THE ACCIDENT FLIGHT A 150 LB SAND BAG WAS STRAPPED INTO THE RIGHT SEAT. WITH THE ADDITIONAL WEIGHT, THE SPOILER CABLES TIGHTENED AS THE WINGS PRODUCED LIFT, TO THE POINT THAT THEY INADVERTENTLY DEPLOYED WITH APPLICATION OF AFT STICK.

Brief of Accident (Continued)

File No. - 1188

4/13/85

ALTA VISTA, VA

A/C Reg. No. N316SR

Time (Lc1) - 1330 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLT CONTROL SYST, WING SPOILER SYSTEM - INCORRECT
 2. MAINTENANCE, ADJUSTMENT - IMPROPER - PILOT IN COMMAND
 3. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - LOSS, TOTAL
 4. SPOILER EXTENSION - INADVERTENT -
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF

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

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1191 4/20/85 LOVETTSVILLE, VA A/C Reg. No. N5563V Time (Lcl) - 1515 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 0	Serious 0	Minor 1	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - SLINGSBY TYPE 43 SERIES 3F	Eng Make/Model - N/A	ELT Installed/Activated - NO	N/A
Landing Gear - SKID	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 830	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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SCOTT AIRPARK
Wind Dir/Speed- 220/003 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2400
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE	FULL STOP	
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 - 454
SE LAND	Months Since - UNK/NR	Make/Model- 61
GLIDER	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE NORMALLY AVOIDED LANDING ON THE RWY SINCE THE GLIDER LANDED ON A SKID & IT TOOK A FEW MINUTES TO REMOUNT IT ON A GROUND HANDLING DOLLY. ON THIS FLT, HE PLANNED TO LAND ON THE GRASS BESIDE THE APCH END OF THE RWY. HOWEVER, HE ALLOWED AN EXCESSIVE LOSS OF ALT ON THE BASE LEG & FINAL APCH, & WAS UNABLE TO CLEAR TREES NEAR THE APCH END OF THE RWY. SUBSEQUENTLY, THE LEFT WING TIP HIT THE TOPS OF TREES & THE GLIDER CARTWHEELED TO THE GROUND. THE PLT BELIEVED HE HAD SPENT TOO MANY HRS ON THIS FLT IN UNSEASONABLE HEAT & WENT TOO LONG (OVER 8 HRS) WITHOUT EATING.

Brief of Accident (Continued)

File No. - 1191

4/20/85

LOVETTSVILLE, VA

A/C Reg. No. N5563V

Time (Lc1) - 1515 EST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
4. PHYSICAL IMPAIRMENT(HYPOGLYCEMIA/DIET) - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, FATIGUE(FLIGHT SCHEDULE) - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

6. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 1193 5/06/85 CHESAPEAKE, VA A/C Reg. No. N2034V Time (Lc1) - 0845 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	0	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	2
Accident Occurred During - TAKEOFF		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 140	Eng Make/Model - CONTINENTAL C-85-12-F	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	SOUTH NORFOLK
Wind Dir/Speed- 240/010 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2575/ 80
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 812
SE LAND	Months Since - 17	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 370
		Instrument- 116
		Last 30 Days- UNK/NR
		Last 90 Days- 59
		Multi-Eng - 6

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS MAKING A TAKEOFF FROM RWY 20 WITH AN ESTIMATED 10 KT RIGHT X-WIND. AFTER ABOUT 800 FT OF GROUND RUN, THE ACFT LIFTED OFF AT APRX 65 MPH. AT AN ALT OF ABOUT 30 FT, THE ACFT BEGAN TO SETTLE IN A LEFT DRIFT AS IT FLEW ABEAM TREES ON THE RIGHT SIDE OF THE RWY. AT THIS POINT, THE INSTRUCTOR TOOK CONTROL OF THE ACFT, BUT COULD NOT ARREST THE DRIFT OR SINK RATE. HE ELECTED TO TURN LEFT INTO A FIELD ON THE LEFT SIDE OF THE RWY TO AVOID TREES & A DITCH. THE ACFT TOUCHED DOWN IN THE FIELD & THE RIGHT MAIN GEAR SEPARATED FROM THE FUSELAGE. THE ACFT THEN GROUND LOOPED TO THE RIGHT & CAME TO REST INVERTED AFTER SKIDDING ABOUT 50 FT.

Brief of Accident (Continued)

File No. - 1193

5/06/85

CHESAPEAKE, VA

A/C Reg. No. N2034V

Time (Lc1) - 0845 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - UNFAVORABLE WIND
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - DUAL STUDENT
5. AIRCRAFT HANDLING - NOT MAINTAINED - DUAL STUDENT
6. SUPERVISION - IMPROPER - PILOT IN COMMAND(CFI)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

7. OBJECT - TREE(S)
8. MANEUVER - PERFORMED - PILOT IN COMMAND(CFI)
9. REMEDIAL ACTION - DELAYED -

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation OTHER

Finding(s)

10. LANDING GEAR, MAIN GEAR - OVERLOAD

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) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1190 5/07/85 WAYNESBORO, VA A/C Reg. No. N8579S Time (Lcl) - 1050 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - CESSNA 182H
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC

Wind Dir/Speed- 350/006 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - 8000 FT
Lowest Ceiling - 8000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
KNOXVILLE, TN

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

WAYNESBORO
Runway Ident - 23
Runway Lth/Wid - 2009/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 39
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	526
Make/Model	217
Instrument	8
Multi-Eng	3
Last 24 Hrs	UNK/NR
Last 30 Days	UNK/NR
Last 90 Days	6

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TAKEOFF ROLL, THE PILOT NOTICED THAT THE LEFT DOOR WAS OPEN. WHILE ATTEMPTING TO CLOSE THE DOOR, HE FAILED TO MAINTAIN DIRECTIONAL CONTROL AND THE AIRCRAFT SUBSEQUENTLY STRUCK TREES ALONG THE SOUTH SIDE OF RUNWAY 23.

Brief of Accident (Continued)

File No. - 1190

5/07/85

WAYNESBORO,VA

A/C Reg. No. N8579S

Time (Lcl) - 1050 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DOOR, EXTERIOR CREW - OPEN
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - INADVERTENT - 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) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1192	5/08/85	ELKTON, VA	A/C Reg. No. N16830	Time (Lc1) - 1155 EDT
<hr/>				
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
		SUBSTANTIAL	Fatal	None
Type of Operation	-PERSONAL	Fire	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0
Accident Occurred During	-LANDING			0
<hr/>				
-----Aircraft Information-----				
Make/Model	- CESSNA 150L	Eng Make/Model	- CONTINENTAL D-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	
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	SHENANDOAH, VA		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	ELKTON	
Wind Dir/Speed	- CALM		Runway Ident - 22	
Visibility	- 20.0 SM	ATC/Airspace	Runway Lth/Wid - 1800/ 150	
Lowest Sky/Clouds	- 6000 FT SCATTERED	Type of Flight Plan	Runway Surface - GRASS/TURF	
Lowest Ceiling	- NONE	Type of Clearance	Runway Status - DRY	
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - 76	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total	- 598	Last 24 Hrs - 1
SE LAND	Months Since - 6	Make/Model	- 598	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument	- 36	Last 90 Days- 34
<hr/>				
Instrument Rating(s) - NONE				
<hr/>				
-----Narrative-----				
AFTER ARRIVING AT THE ELKTON ARPT, THE PLT EXECUTED 2 PRACTICE EMERG APPROACHES WITH GO-AROUNDS, THEN MADE AN APPROACH TO LANDING ON RWY 22. ACCORDING TO HIM, 2 OF 3 SECONDS BEFORE TOUCHDOWN, THE ACFT BALLOONED, THEN LANDED HARD, BOUNCED & STALLED. THE NOSE GEAR COLLAPSED & THE ACFT SLID IN THE DIRECTION OF LANDING FOR APRX 40 FT BEFORE OVERTURNING & COMING TO REST INVERTED.				
<hr/>				

Brief of Accident (Continued)

File No. - 1192

5/08/85

ELKTON,VA

A/C Reg. No. N16830

Time (Lc1) - 1155 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR, NOSE GEAR - OVERLOAD
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1152 8/16/85 LEESBURG,VA A/C Reg. No. N7144Q Time (Lcl) - 1620 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA U206	Eng Make/Model - CONTINENTAL IO-520-F-9	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 - TELEPHONE	GAITHERSBURG,MD	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LEESBURG
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - 35
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 75
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 7000 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 - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 91
SE LAND	Months Since - 0	Last 24 Hrs - 4
	Aircraft Type - U-206	Make/Model- 14
		Instrument- 13
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS ON A ROUND-ROBIN X-COUNTRY FLT FROM LEESBURG TO MANASSAS, VA, GAITHERSBURG, MD & RETURN TO LEESBURG. WHEN THE PLT DEPARTED GAITHERSBURG ON THE FINAL LEG OF THE FLT, HE ESTIMATED HE HAD 11 GAL OF FUEL. HE REPORTED THAT DURING ARRIVAL AT LEESBURG, THE ENG LOST POWER AS THE ACFT WAS TURNING ONTO FINAL APCH FOR RWY 35. AT THAT TIME, THE PLT NOTED THAT THE LEFT FUEL GAGE INDICATED ABOUT 3/8 FULL, SO HE MOVED THE FUEL SELECTOR TO THAT POSITION. REPORTEDLY, THE RIGHT FUEL GAGE INDICATED AT OR NEAR EMPTY. THE PLT WAS UNABLE TO START THE ENG. SUBSEQUENTLY, DURING AN EMERG LANDING, THE ACFT HIT A FENCE & NOSED OVER. NO USABLE FUEL WAS FOUND IN THE ACFT DURING A POST-CRASH EXAM.

Brief of Accident (Continued)

File No. - 1152

8/16/85

LEESBURG,VA

A/C Reg. No. N7144Q

Time (Lcl) - 1620 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
3. FLUID,FUEL - EXHAUSTION
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

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) 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. - 1168 8/31/85 DANBY,VT A/C Reg. No. N66190 Time (Lc1) - 2200 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 1	Serious 0	Minor 0	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During -					

-----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 - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	RUTLAND,VT	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	CALDWELL,NJ	RUTLAND
Wind Dir/Speed- 020/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1500 FT PART OBS	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 2000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 425
SE LAND	Months Since - 31	Make/Model- 135
	Aircraft Type - 150	Instrument- 13
		Last 24 Hrs - 2
		Last 30 Days- 2
		Last 90 Days- 14
		Rotorcraft - 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF N66190 RECEIVED A WEATHER BRIEFING FROM LEBANON FLIGHT SERVICE STATION AND WAS ADVISED OF LOW CEILINGS AND ALSO ADVISED THAT VISUAL FLIGHT RULES FLIGHT WAS NOT RECOMMENDED. AT ABOUT THE TIME N66190 WAS DEPARTING RUTLAND, VERMONT, A HELICOPTER PILOT FLYING IN THE AREA REPORTED THE CEILINGS TO BE AT ABOUT 1500 WITH GOOD VISIBILITY UNDERNEATH. AT 2147 EDT, N66190 CONTACTED THE LEBANON FSS BY RADIO AND STATED THAT HE WAS ENROUTE TO CALDWELL, NEW JERSEY. THE PILOT REQUESTED THE WEATHER FOR ALBANY AND POUGHKEEPSIE, NEW YORK. THE CURRENT WEATHER WAS PROVIDED AND ACKNOWLEDGED. NO FURTHER TRANSMISSIONS WERE RECEIVED FROM N66190. THE AIRCRAFT WAS LOCATED APPROXIMATELY 15 MILES SOUTHWEST OF RUTLAND COUNTY STATED AIRPORT AT AN ALTITUDE OF ABOUT 3100 FEET.

Brief of Accident (Continued)

File No. - 1168

8/31/85

DANBY,VT

A/C Reg. No. N66190

Time (Lc1) - 2200 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
3. WEATHER EVALUATION - POOR - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. HAZARDOUS WEATHER ADVISORY - DISREGARDED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
8. CLEARANCE - INADEQUATE - PILOT IN COMMAND
9. PROPER ALTITUDE - NOT ATTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,8,9

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1097 9/04/85 POST MILLS,VT A/C Reg. No. N4976A Time (Lcl) - 1215 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	1	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 152A	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	POST MILLS
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 100
Lowest Sky/Clouds - 3500 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 - 66	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 3443
SE LAND,SE SEA	Months Since - 2	Last 24 Hrs - 2
GLIDER	Aircraft Type - UNK/NR	Make/Model- 35
		Last 30 Days- UNK/NR
		Instrument- 136
		Last 90 Days- 14

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER REVIEWING AIR MANEUVERS, A NORMAL APCH WAS MADE TO LAND ON RWY 22. THE ACFT LANDED ON ALL 3 WHEELS & BOUNCED INTO THE AIR, THEN IT WENT TO THE LEFT OF THE RWY. WHILE THE PLT WAS TURNING RIGHT TO AVOID TREES & TO RECOVER FROM THE BOUNCED LANDING, THE RIGHT WING & NOSE WHEEL COLLIDED WITH THE RWY. THE NOSE WHEEL COLLAPSED & THE LEFT WING COLLIDED WITH THE GROUND. THE ACFT CAME TO REST IN A NEAR LEVEL ATTITUDE.

Brief of Accident (Continued)

File No. - 1097

9/04/85

POST MILLS,VT

A/C Reg. No. N4976A

Time (Lc1) - 1215 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1082 5/05/85 SPOKANE,WA A/C Reg. No. N8365F Time (Lcl) - 0835 PDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL OBSERVATION	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 1	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - HUGHES 369D	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3000	Engine Type - TURBOPROP	
No. of Seats - 5	Rated Power - 375 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	UNMARKED HELIPAD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 11300
SE LAND	Months Since - 11	Last 24 Hrs - 1
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 1000
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 30
		Multi-Eng - UNK/NR
		Rotorcraft - 8500

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE HELICOPTER WAS ON A FLT TO A TV STATION TO TRANSPORT A TV CAMERA MAN & HIS GEAR. THE REGULAR PLT FOR THIS TRIP WAS UNABLE TO FLY, SO ANOTHER WAS RETAINED FOR THE FLT. THIS WAS HIS 1ST FLT TO THE STATION. HELICOPTER OPERATIONS AT THE TV STATION WERE CONDUCTED FROM A PARKING LOT. AN UNMARKED AREA IN THE NORTHEAST CORNER OF THE PARKING LOT WAS INTENDED TO BE USED AS A HELIPAD. OPERATIONS TO THE HELIPAD REQUIRED THAT THE HELICOPTER BE MANEUVERED IN THE VICINITY OF TV TOWERS & GUY WIRES. ONE DOUBLE STRAND OF GUY WIRES CROSSED OVER THE PARKING LOT BETWEEN THE CENTER & FAR CORNER OF THE PARKING LOT, AWAY FROM THE HELIPAD, NEAR THE TV STATION (BUILDING). WITNESSES REPORTED THAT THE PLT ENTERED THE PARKING LOT FROM THE NORTHEAST & LANDED NEAR 2 LIGHT STANDARDS BELOW THE DOUBLE STRAND OF GUY WIRES. HE EGRESSED & HELPED THE CAMERA MAN WITHOUT SHUTTING DOWN THE ENG. DURING TAKEOFF, THE MAIN ROTOR BLADES HIT A GUY WIRE & THE HELICOPTER CRASHED & BURNED IN THE PARKING LOT, A SHORT DISTANCE FROM THE LIFT-OFF POINT.

Brief of Accident (Continued)

File No. - 1082

5/05/85

SPOKANE,WA

A/C Reg. No. N8365F

Time (Lc1) - 0835 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 4. OBJECT - GUY WIRE
 5. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1002 6/25/85 HOQUIAM,WA

A/C Reg. No. N4991D

Time (Lc1) - 1045 PDT

-----Basic Information-----

Type Operating Certificate-EXTERNAL LOAD

Aircraft Damage

Injuries

Type of Operation -OTHER WORK USE

NONE

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 133

Fire

Crew

0

0

0

1

Accident Occurred During -HOVER

NONE

Pass

0

0

0

0

Other

1

0

0

0

-----Aircraft Information-----

Make/Model - BELL UH-1B

Eng Make/Model - LYCOMING T53-11D

ELT Installed/Activated - NO -N/A

Landing Gear - SKID

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 7200

Engine Type - TURBOSHAFT

No. of Seats - 6

Rated Power - 684 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- VARIABLE

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Age - 50

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 13700

Last 24 Hrs - 2

SE LAND,ME LAND

Months Since - 0

Make/Model- 2370

Last 30 Days- UNK/NR

HELICOPTER

Aircraft Type - UNK/NR

Instrument- 170

Last 90 Days- 190

Multi-Eng - 100

Rotorcraft - 12000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER WAS BEING USED DURING AN EXTERNAL LOAD OPERATION TO MOVE LARGE BLOCKS OF WOOD. HOWEVER, WHILE HOVERING, THE SLING BROKE. SUBSEQUENTLY, A BLOCK OF WOOD STRUCK A COMPANY EMPLOYEE ON THE HEAD WHILE HE WAS WORKING ON THE GROUND. THE EMPLOYEE WAS FATALLY INJURED.

Brief of Accident (Continued)

File No. - 1002

6/25/85

HOQUIAM,WA

A/C Reg. No. N4991D

Time (Lc1) - 1045 PDT

Occurrence MISCELLANEOUS/OTHER
Phase of Operation HOVER

Finding(s)

1. PICK-UP EQUIPMENT - FAILURE, TOTAL

-----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. - 1104 6/25/85 BELLEVUE,WA A/C Reg. No. N16688 Time (Lcl) - 1405 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL

Fire NONE

Crew 0
Pass 0

Fatal 0
0

Injuries

Serious 0
0

Minor 0
0

None 1
0

-----Aircraft Information-----

Make/Model - PIPER PA-18
Landing Gear - FLOAT
Max Gross Wt - 1760
No. of Seats - 2

Eng Make/Model - LYCOMING O-290-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 125 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 305/008 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
SAME AS ACC/INC
Destination
WHIDBEY ISLAND,WA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - WATER
Runway Status - WATER - CHOPPY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,SE SEA

Age - 62
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 445
Make/Model- 132
Instrument- 20
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING THE PRE-FLT CHECK, SHE NEGLECTED TO UNTIE THE REAR SEAT BELT FROM THE AFT CONTROL STICK. STANDARD PROCEDURE FOR TAXI & TAKEOFF IN THIS FLOAT PLANE WAS TO KEEP THE STICK FULL AFT. SINCE THE ACFT WAS LOW ON FUEL & WAS TAKING OFF IN A HEADWIND, IT LIFTED OFF EARLY. AT THAT TIME, THE PLT "TRIED TO MOVE THE STICK FORWARD AND FOUND IT LOCKED." SHE RETARDED THE POWER AT ABOUT 50 FT ABOVE THE WATER. THE ACFT THEN NOSED DOWN & HIT THE WATER. THE PLT WAS WEARING A SPECIAL SAFETY HARNESS & WAS NOT INJURED. SHE STATED THAT HER PREFLT WAS TOO CASUAL. SHE RECOMMENDED BEING METHODOICAL & USING A CHECK LIST.

Brief of Accident (Continued)

File No. - 1104

6/25/85

BELLEVUE,WA

A/C Reg. No. N16688

Time (Lc1) - 1405 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLT CONTROL SYST,ELEVATOR CONTROL - MOVEMENT RESTRICTED
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. CHECKLIST - NOT USED -
4. LIFT-OFF - UNCONTROLLED -

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF

Finding(s)

5. ABORTED TAKEOFF

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1080 6/29/85 OAK HARBOR, WA A/C Reg. No. N5KB Time (Lcl) - 1505 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - KIBLER-BEDE BD-5B	Eng Make/Model - XENOAH GT2C	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 850	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	KENT, WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 140/013 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1800
ME LAND	Months Since - 13	Make/Model- 650
	Aircraft Type - C-172	Instrument- 0
		Multi-Eng - 50
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PRIOR TO THE ACNT, WITNESSES APRX 9 MI SW OF THE CRASH SITE SAW AN ACFT (MATCHING THE DESCRIPTION OF N5KB) FLYING AT ABOUT 100 TO 200 FT OVER THE WATER ON A NE HEADING. IT THEN PULLED UP IN A STEEP CLIMBING TURN TOWARD THE SHORELINE. NO KNOWN WITNESSES SAW THE ACNT; HOWEVER, SEVERAL PERSONS CLEARLY HEARD THE ENG SPUTTERING OR CUTTING IN & OUT JUST PRIOR TO THE CRASH. AN EXAM OF THE CRASH SITE REVEALED THE ACFT HAD IMPACTED IN TREES WHILE IN A STEEP DESCENT. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND THAT WOULD HAVE CAUSED A LOSS OF CONTROL. THE ACFT WAS EQUIPPED WITH A 3 CYLINDER, 2 CYCLE, RECIPROCATING ENG WHICH HAD 3 CARBURETORS. WATER & FOREIGN MATERIAL WERE FOUND IN THE BOWLS OF ALL 3 CARBURETORS. ALSO, THE ACFT FUEL FILTER WAS FOUND TO BE CONTAMINATED WITH WATER & FOREIGN MATERIAL. DURING AN ENG TEARDOWN, EVIDENCE OF OVERHEATING & SCOURING OF THE #3 PISTON & CYLINDER WAS ALSO NOTED.

Brief of Accident (Continued)

File No. - 1080

6/29/85

OAK HARBOR, WA

A/C Reg. No. N5KB

Time (Lc1) - 1505 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation UNKNOWN

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - CONTAMINATION
3. FLUID,FUEL - WATER

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

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

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1064 7/20/85 CHESAW,WA A/C Reg. No. N1935Z Time (Lcl) - 1900 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150C	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - UNK/NR	Last Departure Point CHESAW,WA	
Method - UNK/NR	Destination LOCAL	Airport Data
Completeness - UNK/NR		Runway Ident - UNK/NR
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 1200 -UNK/NR
Wind Dir/Speed- CALM	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 - FULL STOP	
Lowest Ceiling - NONE		
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 - UNK/NR
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT LANDED ON AN UNNAMED, 1200 FT LANDING STRIP IN CALM WIND CONDITIONS. HE STATED THAT DURING THE LANDING, HE MISJUDGED THE DISTANCE & OVERRAN THE RWY. AFTER DEPARTING THE RWY, THE ACFT ENCOUNTERED TERRAIN WITH A TREE ROOT SYSTEM & NOSED OVER.

Brief of Accident (Continued)

File No. - 1064

7/20/85

CHESAW,WA

A/C Reg. No. N1935Z

Time (Lc1) - 1900 PDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED -

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1063 8/13/85 BELLINGHAM, WA A/C Reg. No. N10647 Time (Lcl) - 1250 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries
Fatal Serious Minor None

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

0
0

0
0

0
0

1
0

-----Aircraft Information-----

Make/Model - CESSNA 150L
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 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- UNK/NR
Visibility - 45.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
AUBURN, WA
Destination
BELLINGHAM, WA

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRSTRIP

Airport Data
ANDERSON'S

Runway Ident - 15
Runway Lth/Wld - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 51
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total - 311 Last 24 Hrs - 2
Make/Model- 311 Last 30 Days- UNK/NR
Instrument- 27 Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT, WHO WAS UNFAMILIAR WITH THE AREA, WAS GIVEN DIRECTIONS & TRAFFIC PATTERN INFO TO THE MEADOWS MIST ARPT, A A PVT/CHARTED STRIP NEAR BELLINGHAM, WA. SHE CAME UPON A SIMILAR GRASS STRIP IN THAT AREA WITH A PARKED ACFT ON IT. THINKING THIS UNCHARTED AIRSTRIP WAS HER DESTINATION, SHE LANDED. WHILE LANDING, SHE REALIZED THAT SHE WAS ON A STRIP THAT WAS MUCH SHORTER THAN THE 2000 FT STRIP THAT SHE HAD INTENDED TO LAND ON. SUBSEQUENTLY, THE ACFT WENT OFF THE DEPARTURE END OF THE RWY & INTO A BLUEBERRY PATCH.

Brief of Accident (Continued)

File No. - 1063

8/13/85

BELLINGHAM, WA

A/C Reg. No. N10647

Time (Lcl) - 1250 PDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDED AT WRONG AIRPORT - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

2. 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

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1010 5/02/85 SUSSEX,WI A/C Reg. No. N5182C Time (Lcl) - 0858 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation -PERSONAL	Fire	Crew	Fatal	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0	1
Accident Occurred During -CRUISE		Other	0	0	0	0	1

-----Aircraft Information-----

Make/Model - BEECH B35	Eng Make/Model - CONTINENTAL E-225-8	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 225 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	MILWAUKEE,WI	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	VERMILLION,SD	
Wind Dir/Speed- 310/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 65	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4840
SE LAND,ME LAND	Months Since - 7	Last 24 Hrs - 1
	Aircraft Type - B35	Make/Model- 80
		Last 30 Days- UNK/NR
		Instrument- 706
		Last 90 Days- 10
		Multi-Eng - 2500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A STUDENT PLT WAS ON HIS 1ST SOLO X-COUNTRY FLT IN A CESSNA 152, N6464L. AFTER TAKING OFF AT THE BROOKFIELD ARPT (ELEV 850 FT), HE HAD CLIMBED TO 2000 FT MSL AND WAS HEADING 350 DEG WHEN HE SAW A BEECH B35 (BONANZA), N5182C, CONVERGING FROM HIS RIGHT. THE STUDENT TOOK EVASIVE ACTION, BUT THE PROP & RIGHT WING TIP OF THE BEECH B35 HIT THE RIGHT HORIZONTAL STABILIZER, RIGHT WING ROOT & RIGHT FLAP OF THE CESSNA. THE COMMERCIALY RATED PLT OF THE BEECH B35 WAS CRUISING WESTBOUND AT 2000 FT MSL. HE DID NOT SEE THE CESSNA UNTIL AFTER THE COLLISION. BOTH ACFT WERE SUBSTANTIALLY DAMAGED, BUT BOTH CONTINUED FLYING & WERE LANDED WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 1010

5/02/85

SUSSEX,WI

A/C Reg. No. N5182C

Time (Lc1) - 0858 CDT

Occurrence MIDAIR COLLISION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. PRECAUTIONARY LANDING - PERFORMED - PILOT OF OTHER AIRCRAFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1010 5/02/85 SUSSEX,WI A/C Reg. No. N6464L Time (Lcl) - 0858 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - CLIMB

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 - 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 - FULL
Basic Weather - VMC
Wind Dir/Speed- 310/010 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
BROOKFIELD,WI
Destination
OSHKOSH,WI

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - PRECAUTIONARY LANDING

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 34

Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	71
Make/Model-	65
Instrument-	3
Last 24 Hrs -	2
Last 30 Days-	UNK/NR
Last 90 Days-	20

Instrument Rating(s) - NONE

-----Narrative-----

A STUDENT PLT WAS ON HIS 1ST SOLO X-COUNTRY FLT IN A CESSNA 152, N6464L. AFTER TAKING OFF AT THE BROOKFIELD ARPT (ELEV 850 FT), HE HAD CLIMBED TO 2000 FT MSL & WAS HEADING 350 DEG WHEN HE SAW A BEECH B35 (BONANZA), N5182C, CONVERGING FROM HIS RIGHT. THE STUDENT TOOK EVASIVE ACTION, BUT THE PROP & RIGHT WING TIP OF THE BEECH B35 HIT THE RIGHT HORIZONTAL STABILIZER, RIGHT WING ROOT & RIGHT FLAP OF THE CESSNA. THE COMMERCIALY RATED PLT OF THE BEECH B35 WAS CRUISING WESTBOUND AT 2000 FT MSL. HE DID NOT SEE THE CESSNA UNTIL AFTER THE COLLISION. BOTH ACFT WERE SUBSTANTIALLY DAMAGED, BUT BOTH CONTINUED FLYING & WERE LANDED WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 1010

5/02/85

SUSSEX, WI

A/C Reg. No. N6464L

Time (Lc1) - 0858 CDT

Occurrence MIDAIR COLLISION
Phase of Operation CLIMB

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. PRECAUTIONARY LANDING - PERFORMED - PILOT OF OTHER AIRCRAFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1156 5/23/85 MIDDLETON, WI A/C Reg. No. N6144V Time (Lcl) - 0845 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -PERSONAL	Fire NONE	Crew Pass	Fatal 0	Serious 0	Minor 1	None 0
Flight Conducted Under -14 CFR 91			0	0	0	0
Accident Occurred During -TAKEOFF						

-----Aircraft Information-----

Make/Model - BEECH 35-C33	Eng Make/Model - CONTINENTAL IO-470-K	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2700	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 225 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMMERCIAL WX SERVICE	Last Departure Point	OFF AIRPORT/STRIP
Method - TV/RADIO	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	WEST CHICAGO, IL	MOREY
Wind Dir/Speed- 310/006 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2975/ 25
Lowest Sky/Clouds - THIN BKN	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 - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2762
SE LAND	Months Since - 17	Make/Model- 2046
	Aircraft Type - BE-C33	Instrument- 658
		Multi-eng - 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 59
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT LIFT-OFF DURING THE DEPARTURE, THE PLT NOTICED OIL SPRAY ON THE WINDSHIELD. HE INITIATED AN ABORTED TAKEOFF BY RETARDING THE THROTTLE, THEN REALIZED THERE WAS INSUFFICIENT RWY REMAINING, SO HE APPLIED FULL THROTTLE AGAIN. HOWEVER, THE ENG DID NOT RESPOND TO THE RAPID THROTTLE ADVANCEMENT. SUBSEQUENTLY, THE ACFT WENT OFF THE RWY NEAR THE DEPARTURE END, HIT A DIRT BANK ADJACENT TO A DITCH & NOSED OVER. ARPT PERSONNEL REPORTED THAT THE PLT HAD SERVICED THE ACFT WITH OIL, BUT HAD FORGOTTEN TO REINSTALL THE OIL FILLER CAP.

Brief of Accident (Continued)

File No. - 1156

5/23/85

MIDDLETON, WI

A/C Reg. No. N6144V

Time (Lcl) - 0845 CDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation TAKEOFF

Finding(s)

1. LUBRICATING SYSTEM - OTHER
2. AIRCRAFT SERVICE - IMPROPER - PILOT IN COMMAND
3. AIRCRAFT PREFLIGHT - INADEQUATE -
4. FLUID, OIL - LEAK

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

5. ABORTED TAKEOFF
6. TERRAIN CONDITION - DITCH
7. TERRAIN CONDITION - DIRT BANK

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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. - 1167 7/25/85 BRODHEAD,WI A/C Reg. No. N13708 Time (Lcl) - 0920 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	1	0	0
Accident Occurred During -DESCENT		0	0	0	0

-----Aircraft Information-----

Make/Model - NEYMAN-PIETENPOL GN-2	Eng Make/Model - FRANKLIN 4AC-17G-BA-2	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BRODHEAD
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - 21
Visibility - 9.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1520 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2511
SE LAND	Months Since - 13	Last 24 Hrs - 5
	Aircraft Type - C-172	Make/Model- 250
		Last 30 Days- 15
		Instrument- 565
		Last 90 Days- 21

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS OBSERVED MAKING STEEP TURNS AT ABOUT 500 FT AGL JUST PRIOR TO THE ACDNT. ONE WITNESS STATED THAT THE AIRSPEED WAS DECREAYING DURING THESE TURNS & THE ACFT STALLED WHILE IN A STEEP BANK. REPORTEDLY, THE ACFT BEGAN SPINNING, THEN THE PLT STOPPED THE SPIN & WAS RECOVERING IN A WINGS LEVEL ATTITUDE WHEN THE PLANE COLLIDED WITH TREES. THE ENG WAS AT FULL POWER WHEN THE ACFT CONTACTED THE TREES.

Brief of Accident (Continued)

File No. - 1167

7/25/85

BRODHEAD,WI

A/C Reg. No. N13708

Time (Lc1) - 0920 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. MANEUVER - PERFORMED - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
4. REMEDIAL ACTION - INITIATED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1161 3/03/85 MARTINSBURG, WV A/C Reg. No. N6562F Time (Lcl) - 1306 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 300/004 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - 20000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

EASTERN WEST VIRGINIA REG
Runway Ident - 35
Runway Lth/Wid - 5001/ 150
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 75

Biennial Flight Review

Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 700	Last 24 Hrs -	0
Make/Model-	0	Last 30 Days-	0
Instrument-	0	Last 90 Days-	0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TOOK OFF ON RWY 35 & DEPARTED THE ARPT WITHOUT CONTACTING THE TOWER. APRX 30 MIN LATER, HE RETURNED & MADE SVRL MISSED APCHS, STILL WITHOUT CONTACTING THE TOWER. TOWER PSNL TRIED TO COMMUNICATE WITH THE PLT & USED LIGHT SIGNALS WHILE DIRECTING OTHER TRAFFIC. THE PLT STATED (LATER) THAT HE SAW A C-130 ACFT ON THE TAXIWAY AS WELL AS SVRL OTHER LIGHT CIVIL ACFT IN THE AREA. HE THEN STATED THAT HE BECAME DISORIENTED & LOST CONTROL. WITNESSES REPORTED THAT THE ACFT ENTERED A STEEP CIRCLING MANEUVER WHICH TERMINATED WHEN THE LEFT WING HIT THE GROUND & THE ACFT FINALLY CAME TO REST BETWEEN RWY 8/26 & THE PARALLEL TAXIWAY. THE 75 YR OLD PLT HAD NO PREVIOUS EXPERIENCE IN THE CESSNA 150, HAD NOT FLOWN IN THE PREVIOUS 90 DAYS & HAD NEVER RECEIVED A BIENNIAL FLT REVIEW.

Brief of Accident (Continued)

File No. - 1161

3/03/85

MARTINSBURG,WV

A/C Reg. No. N6562F

Time (Lc1) - 1306 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,QUALIFICATION - PILOT IN COMMAND
3. RADIO COMMUNICATIONS - NOT USED - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. IMPROPER DECISION,INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
6. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
7. IMPROPER DECISION,LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
8. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
9. GO-AROUND - PERFORMED - PILOT IN COMMAND
10. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
11. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND
12. ALTITUDE - MISJUDGED - 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) 10,12

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7,8,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1114 6/30/85 MORGANTOWN,WV A/C Reg. No. N6002P Time (Lcl) - 1345 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew
Pass

Fatal
0
0

Serious
1
0

Minor
0
0

None
1
0

-----Aircraft Information-----

Make/Model - BEECH 76
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3900
No. of Seats - 6

Eng Make/Model - LYCOMING O-360-A1G6D
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 030/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 2000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
FAIRMONT,WV

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

MORGANTOWN MUNI
Runway Ident - 18
Runway Lth/Wid - 5199/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP,CFI
SE LAND,ME LAND

Age - 31
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 6373 Last 24 Hrs - 2
Make/Model- 290 Last 30 Days- UNK/NR
Instrument- 520 Last 90 Days- 278
Multi-Eng - 2896 Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI & DUAL STUDENT WERE ON A FLT TO FAIRMONT, WV SO THE STUDENT COULD RECEIVE A MULTI-ENG FLT EXAM. THE STUDENT STATED THAT SHORTLY AFTER LIFT-OFF FROM RWY 18, THE CFI CLOSED THE MIXTURE CONTROL ON THE RIGHT ENG "TO SIMULATE AN ENGINE FAILURE." THE ACFT BEGAN TO YAW TO THE RIGHT & THE STUDENT APPLIED LEFT RUDDER & AILERON TO CORRECT THE YAW. ACCORDING TO THE CFI, THE STUDENT THEN REVERSED THE INPUTS MOMENTARILY & THE ACFT ROLLED TO THE RIGHT. THE CFI THEN DECREASED THE PITCH ATTITUDE OF THE ACFT & LEVELED THE WINGS. HOWEVER, THE ACFT IMPACTED THE GROUND APRX 200 FT WEST OF RWY 18 & WAS DESTROYED BY POST IMPACT FIRE. THE STUDENT STATED THAT THE ACFT HAD REACHED AN ALT OF ABOUT 100 TO 150 FT AGL WHEN THE "SIMULATED ENGINE FAILURE" WAS INITIATED. HE FURTHER STATED THAT IT WAS A COMMON PRACTICE FOR THE CFI TO SIMULATE AN ENG FAILURE BY CLOSING THE MIXTURE CONTROL.

Brief of Accident (Continued)

File No. - 1114

6/30/85

MORGANTOWN, WV

A/C Reg. No. N6002P

Time (Lc1) - 1345 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND(CFI)
 2. MISCELLANEOUS - INTENTIONAL - PILOT IN COMMAND(CFI)
 3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND(CFI)
 4. MIXTURE - IMPROPER USE OF -
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

5. AIRCRAFT HANDLING - NOT MAINTAINED - DUAL STUDENT
 6. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5,6

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1115 9/22/85 POINT PLEASANT,WV A/C Reg. No. N21GT Time (Lcl) - 1815 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

	Fatal	Serious	Minor	None
	0	0	1	0
	0	0	0	0

-----Aircraft Information-----

Make/Model - STARDUSTER SA-100
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1100
No. of Seats - 1

Eng Make/Model - LYCOMING O-290-G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 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 - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MASON COUNTY
Runway Ident - 25
Runway Lth/Wid - 4000/ 75
Runway Surface - ASPHALT
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 36
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - 7AC

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 175
Make/Model-	2
Instrument-	2
Last 24 Hrs -	2
Last 30 Days-	4
Last 90 Days-	7

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT SHE MADE A NORMAL PREFLT. SHE REPORTED THAT THE FLOAT TYPE FUEL GAGE INDICATED THAT THE MAIN FUEL TANK, WHICH HAD A CAPACITY OF 12 GAL, WAS HALF FULL. WHILE CLIMBING THRU ABOUT 500 FT AGL AFTER TAKEOFF, THE ENG SPUTTERED & LOST POWER. THE PLT PUMPED THE THROTTLE & THE ENG BEGAN RUNNING AGAIN FOR ABOUT 1 OR 2 SECS, THEN IT QUIT AGAIN. THE PLT TURNED AWAY FROM HOUSES & TRIED TO GLIDE TO A CORN FIELD. HOWEVER, SHE WAS UNABLE TO REACH THE FIELD & LANDED THE ACFT IN TREES. AN EXAM OF THE ACFT REVEALED ONLY RESIDUAL FUEL WAS REMAINING IN THE MAIN FUEL TANK & THE FUEL SELECTOR WAS IN THAT POSITION. THE LEFT AUX FUEL TANK WAS EMPTY, BUT THE RIGHT AUX TANK WAS NEARLY FULL. DUE TO THE DESIGN OF THE MAIN FUEL TANK, THE FUEL LEVEL IN IT COULD NOT BE VISUALLY SEEN. ALSO, DUE TO THE PLACEMENT OF THE BOBBER/FLOAT ON THE MAIN FUEL INDICATOR, THE ROD COULD STICK TO THE SIDES OF THE FILLER NECK. A WITNESS VERIFIED THAT THE FLOAT INDICATOR GAGE INDICATED HALF FULL DURING THE PREFLT.

Brief of Accident (Continued)

File No. - 1115

9/22/85

POINT PLEASANT,WV

A/C Reg. No. N21GT

Time (Lc1) - 1815 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
2. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - BINDING(MECHANICAL)
3. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
4. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
5. FLUID,FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH 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) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1075 7/25/85 RAWLINS,WY A/C Reg. No. N66LW Time (Lcl) - 1515 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew Pass
NONE 0 0

-----Aircraft Information-----

Make/Model - WOOLSEY QUICKIE Q2
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - REVMaster 2100
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 220/006 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - 6000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

EVANSTON,WY

Destination

OSHKOSH,WI

Airport Proximity
ON AIRPORT

Airport Data

RAWLINS

Runway Ident - 04

Runway Lth/Wid - 7008/ 100

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - VFR

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 39

Biennial Flight Review

Current - YES

Months Since - 18

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1083

Make/Model- 110

Instrument- 80

Multi-Eng - 20

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKING OFF, THE PLT NOTED THAT THE ACFT'S CG HAD SHIFTED, & AS FUEL WAS CONSUMED, THE ELEVATOR DOWN AUTHORITY SEEM TO DECAY. HE SUSPECTED THAT BAGGAGE (STOWED BEHIND THE PLT'S SEAT & INACCESSIBLE DURING FLT) HAD SHIFTED AFT REQUIRING GREATER THAN USUAL FORWARD STICK PRESSURE TO MAINTAIN LEVEL FLT. ALSO, HE STATED THAT DURING NORMAL OPERATION OF THE HOME BUILT ACFT, THE MAIN WHEEL BRAKES WERE LOCKED IN FLT BECAUSE OF VIBRATION. WHEN THE PLT LANDED AT RAWLINS, HE WAS CONCERNED ABOUT THE CG SITUATION & FORGOT TO UNLOCK THE MAIN WHEEL BRAKES. DURING THE LANDING TOUCHDOWN, THE ACFT VEERED LEFT ONTO DIRT TERRAIN, CROSSED A DITCH & CAME TO REST WITH SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1075

7/25/85

RAWLINS,WY

A/C Reg. No. N66LW

Time (Lc1) - 1515 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FUSELAGE,CARGO COMPARTMENT - INADEQUATE
3. MISC EQPT/FURNISHINGS,CARGO RESTRAINTS - OTHER
4. INSTALLATION - NOT ATTAINED -
5. FUSELAGE,BULKHEAD - OTHER
6. INSTALLATION - NOT ATTAINED -
7. PARKING BRAKES - IMPROPER USE OF - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND
9. DIRECTIONAL CONTROL - NOT POSSIBLE -
10. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

11. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,8

Factor(s) relating to this accident is/are finding(s) 1,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1071 8/01/85 ROCK SPRINGS,WY A/C Reg. No. N37438 Time (Lcl) - 1520 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	1	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - INTERSTATE S-1A	Eng Make/Model - CONTINENTAL A-75	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 75 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	HARFORD,WY	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	ROCK SPRINGS,WY	Runway Ident - N/A
Wind Dir/Speed- 220/020 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 80.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 553
SE LAND	Months Since - 13	Last 24 Hrs - 8
	Aircraft Type - UNK/NR	Make/Model- 553
		Last 30 Days- UNK/NR
		Instrument- 9
		Last 90 Days- 91

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A X-COUNTRY FLT, THE ACFT ENCOUNTERED TURBULENCE & DOWNDRAFTS. THE PLT STATED THAT AT 1ST, HE WAS NOT CONCERNED, BUT THEN IT BECAME APPARENT THAT THE ACFT MAY IMPACT THE GROUND. THE ACFT HAD LIMITED POWER (75 HP) & THE TERRAIN ELEVATION IN THAT AREA WAS APRX 7000 FT MSL. SUBSEQUENTLY, THE ACFT DESCENDED INTO THE GROUND & FLIPPED OVER AFTER IMPACT.

Brief of Accident (Continued)

File No. - 1071

8/01/85

ROCK SPRINGS,WY

A/C Reg. No. N37438

Time (Lc1) - 1520 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. TERRAIN CONDITION - HIGH TERRAIN
 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 4. WEATHER CONDITION - TURBULENCE
 5. WEATHER CONDITION - DOWNDRAFT
 6. DESCENT - NOT CORRECTED -
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1072 8/08/85 MULE CREEK JCT,WY A/C Reg. No. N5163E Time (Lcl) - 0800 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -AERIAL OBSERVATION
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 180
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-K
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 60.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
STODDARD RANCH,WY
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 - 31
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - C-180

Medical Certificate - EXPIRED

Flight Time (Hours)	
Total	- 2160
Make/Model-	2110
Instrument-	UNK/NR
Multi-Eng	- UNK/NR
Last 24 Hrs	- 3
Last 30 Days-	UNK/NR
Last 90 Days-	68
Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS SPOTTING CATTLE DURING A CATTLE HERDING OPERATION. HE SAW 2 COWS WITH CALVES IN A COVE OF A CANYON THAT PERSONNEL ON THE GROUND WERE LEAVING BEHIND. THE PLT STATED THAT HE MADE A SHARP TURN & FLEW OVER THE COWS TO SHOW THEIR LOCATION TO RIDERS ON THE GROUND. HE THEN ENTERED A CLIMB & STARTED A TURN TO LEAVE WHEN THE ACFT "JUST DROPPED." THE PLT STATED THAT AS HE WAS RECOVERING, "THE AIRPLANE FLATTENED OUT JUST OFF THE GROUND." THE LEFT WING THEN DROPPED & CONTACTED THE GROUND & THE ACFT CARTWHEELED INTO A CANYON & CAME TO REST UPSIDE DOWN. THE PLT ESCAPED INJURY, BUT A DOG THAT WAS ABOARD WAS KILLED. ELEVATION OF THE CRASH SITE WAS ABOUT 4500 FT.

Brief of Accident (Continued)

File No. - 1072

8/08/85

MULE CREEK JCT, WY

A/C Reg. No. N5163E

Time (Lcl) - 0800 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. LOW PASS - PERFORMED - PILOT IN COMMAND
3. MANEUVER - INITIATED - PILOT IN COMMAND
4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #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) 1,5,6,7

Factor(s) relating to this accident is/are finding(s) 4

EMBRY-RIDDLE AERO.U. DAYTONA BEACH



3 1745 00065 7323

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Washington, D.C. 20594

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