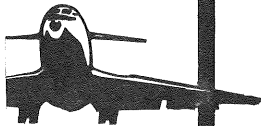


Doc  
NTSB  
AAB  
86  
21  
Issue 7



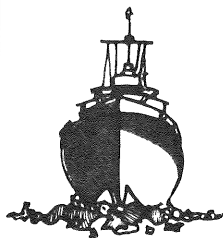
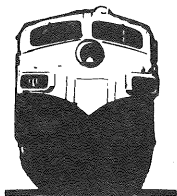
# NATIONAL TRANSPORTATION SAFETY BOARD



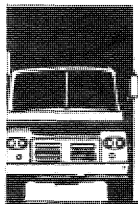
WASHINGTON, D.C. 20594

## AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 7 OF 1985 ACCIDENTS



NTSB/AAB-86/21



UNITED STATES GOVERNMENT

Doc  
NTSB  
AAB  
86  
21  
Issue 7



# TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/AAB-86/21		2. Government Accession No. PB86-916921		3. Recipient's Catalog No.	
4. Title and Subtitle  Aircraft Accident Briefs - Brief Format U.S. Civil and Foreign Aviation <del>Calendar Year 1985 - Issue Number 7</del>				5. Report Date July 2, 1986	
				6. Performing Organization Code	
7. Author(s)				8. Performing Organization Report No.	
9. Performing Organization Name and Address  Bureau of Field Operations National Transportation Safety Board Washington, D.C. 20594				10. Work Unit No.	
				11. Contract or Grant No.	
12. Sponsoring Agency Name and Address  NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594				13. Type of Report and Period Covered  Approximately 200 General Aviation and Air Carrier Accidents Occurring in 1985 in Brief Format	
				14. Sponsoring Agency Code	
15. Supplementary Notes					
16. Abstract  This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1985. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.  File Numbers: 1201 through 1400					
17. Key Words Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather				18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
19. Security Classification (of this report) UNCLASSIFIED		20. Security Classification (of this page) UNCLASSIFIED		21. No. of Pages 402	
				22. Price	

## FOREWORD

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

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

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

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

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

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

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

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

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

Requests for reproduction should be forwarded to the:

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

## TABLE OF CONTENTS

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

## AIRCRAFT ACCIDENTS

File Order Listing.....	IX
Briefs of Accidents.....	1-385

## 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 cowling, 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 7

CALENDAR YEAR 1985

## File Order Listing - Issue No. 7, 1985

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
1201	756AU	082785	MOUNTAIN HOME, AR	CESSNA	182RG	MINOR	38
1202	386T	081985	WICHITA, KS	BEECH	95-B55	NONE	156
1203	6020U	061485	WILMINGTON, NC	BEECH	C-23	NONE	238
1204	213CM	031685	MOBILE, AL	CESSNA	411	NONE	20
1205	7952G	080385	HATTIESBURG, MS	CESSNA	150L	NONE	228
1206	67998	080385	HILTON HEAD IS., SC	CESSNA	152	NONE	314
1208	4124Q	011785	JOHNSON CITY, TN	CESSNA	340	FATAL	320
1209	66771	060485	ATLANTIC CITY, WY	CESSNA	180K	SERIOUS	384
1210	714BZ	100985	LIVINGSTON, TN	CESSNA	150	NONE	332
1211	2012Q	111185	KENANSVILLE, NC	CESSNA	177RG	NONE	248
1212	1771G	093085	ROCKY MOUNT, NC	CESSNA	310R	NONE	246
1213	2045S	091985	ELIZABETHTON, TN	CESSNA	T210L	NONE	328
1214	2907X	040985	FALLBROOK, CA	CESSNA	177	SERIOUS	54
1215	9647P	081285	GOODWAY, AL	PIPER	PA-25-235	NONE	28
1216	733NU	080585	WILMINGTON, NC	CESSNA	172N	NONE	244
1217	2825J	081285	ATHENS, AL	CESSNA	T188C	NONE	26
1218	21211	053085	ST. MARYS, GA	CESSNA	182	NONE	108
1219	7208N	092085	MAMMOTH LAKES, CA	CESSNA	182P	NONE	70
1220	3790N	061685	CAMERON PARK, CA	BEECH	35	SERIOUS	64
1221	58613	050185	OASIS, CA	CESSNA	182P	NONE	58
1222	5773G	080285	ORCHARD HILL, GA	CESSNA	150K	NONE	110
1223	206EA	052885	ATLANTIC OCEAN, AO	AIRBUS INDUS	A-300B4-2C	SERIOUS	30
1225	103ES	030385	MODESTO, CA	CESSNA	152	FATAL	52
1226	3669B	013085	EDGEWOOD, KY	BEECH	B-50	FATAL	168
1227	23RL	100685	PORTERVILLE, CA	LESLIE	QUICKIE II	NONE	72

## File Order Listing - Issue No. 7, 1985

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
1228	64264	083185	KAHOKA, MO	CESSNA	172M	MINOR	204
1229	6903P	083185	WESKAN, KS	PIPER	PA-24-250	NONE	160
1230	2560E	083185	BRIDGETON, MO	AERONCA	7AC	FATAL	206
1231	731SM	082285	MEADE, KS	CESSNA	A188B	MINOR	158
1232	141BC	081285	ROANOKE, VA	BEECHCRAFT	A36	MINOR	356
1233	5741U	030785	LEMAY, MO	PIPER	PA-140	SERIOUS	198
1234	348JL	041785	BOSTON, MA	BEECH	D95A	NONE	176
1235	45564	072885	COVENTRYVILLE, NY	LUSCOMBE	8A	NONE	266
1236	4312B	042385	HEMET, CA	VICKERS SLIN	T56A VEGA	SERIOUS	56
1237	72587	041985	HAWESVILLE, KY	CESSNA	140	FATAL	170
1238	40468	081085	SHAWNEE, KS	BALLOON WORK	FIREFLY 7	SERIOUS	154
1239	3082V	040585	EAST HADDAM, CT	BEECH	B-35	NONE	88
1240	6457L	030485	ANDREWS, TX	CESSNA	152	NONE	336
1241	8525D	091685	FAIRBANKS, AK	PIPER	PA-22-160	NONE	10
1242	7027E	050585	PRINCFREDERICK, MD	CESSNA	175	MINOR	182
1243	55369	032685	CLEARFIELD, PA	PIPER	PA-28-180	NONE	302
1244	74VP	071585	STATESVILLE, NC	FAIN	EVANS VP-1	FATAL	242
1245	3839Z	090485	FAIRBANKS, AK	PIPER	PA-18	NONE	4
1246	3250M	052585	WILLIAMSBURG, OH	HEEKIN	B-8-M	FATAL	272
1247	3755J	051685	BURLINGTON, MI	BELL	47G-2	FATAL	184
1248	8007Y	041585	WORTHINGTON, IN	PIPER	PA-30	FATAL	144
1249	81KX	082685	MENDOTA, IL	JAUCH	COOT/AMPHI	MINOR	138
1250	5317G	092685	MERRILL PASS, AK	DEHAVILLAND	DHC-2	FATAL	12
1251	2475L	050585	LAKEVILLE, MN	PIPER	PA-38-112	FATAL	192
1252	2438C	092685	SPRINGFIELD, TN	PIPER	PA-38-112	NONE	330

## File Order Listing - Issue No. 7, 1985

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
1253	3160B	072585	CHICAGO(L.MICH), IL	CESSNA	170B	FATAL	134
1254	NONE	041385	ERIE, CO	ULTRALIGHT F	PHANTOM II	FATAL	76
1256	9596Y	041185	RAVENNA, OH	CESSNA	T210N	FATAL	270
1258	6787F	012685	MARVEL, CO	CESSNA	150F	FATAL	74
1259	903FB	051985	ATLANTA, GA	EMBRAER	EMB-110-P1	NONE	106
1260	5430B	030885	LE BANON, VA	CESSNA	182	FATAL	354
1261	117SR	090985	AIKEN, SC	MBB HELICOPT	BK-117A-1	SERIOUS	318
1262	2490A	042685	MONROE, NC	PIPER	PA-38-112	FATAL	236
1263	988E	061585	STUART, FL	NORTH AMERIC	SNJ-5	FATAL	100
1264	8289H	051885	MILLEDGEVILLE, GA	PIPER	PA-28-161	SERIOUS	104
1265	28BA	020585	CHARLOTTE, NC	DOUGLAS	DC-3	NONE	234
1266	1401D	052585	BAKERSFIELD, CA	CESSNA	170A	NONE	62
1267	5017W	051785	PHOENIX, AZ	PIPER	PA-28-160	NONE	50
1268	2456L	051285	MORGAN HILL, CA	PIPER	PA-38-112	NONE	60
1269	23799	070285	WINTERS, CA	MEYERS	OTW	NONE	66
1270	9280F	082585	ELIZABETHTOWN, KY	HUGHES	269C	NONE	174
1271	3030Z	071285	KIOWA, CO	PIPER	PA-28-181	SERIOUS	82
1272	1141L	061685	GRAVOIS MILLS, MO	HILDEBRAND	SPEZIO SPO	FATAL	200
1273	1347J	100585	GRAVOIS MILLS, MO	ROCKWELL	112A	FATAL	218
1275	948ST	071285	IDAHO CITY, ID	BEECH	B36TC	FATAL	128
1276	121A	061885	GIBBONSVILLE, ID	MAULE	M-6-235	FATAL	126
1277	3201V	071085	MANHATTAN, KS	CESSNA	150M	SERIOUS	152
1278	7340Z	090785	WENATCHEE, WA	PIPER	PA-25-235	FATAL	366
1279	275MA	010485	WEST POINT, VA	MITSUBISHI	MU-2B-25	FATAL	352
1280	9417A	071985	LEBANON, OR	BELL	47G-3B-1	NONE	294

## File Order Listing - Issue No. 7, 1985

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
1281	6879V	071085	SALEM, OR	MOONEY	M20-F	NONE	292
1282	4884L	080385	BURNSDIE, KY	PIPER	PA-28-180	MINOR	172
1283	49995	060285	OLIVE BRANCH, MS	CESSNA	152	MINOR	226
1284	6399Q	030685	ROCK HILL, SC	MOONEY	M20F	MINOR	312
1285	6039S	072585	BUENA VISTA, CO	BEECHCRAFT	58P	NONE	84
1286	1035K	072785	YAMHILL, OR	LUSCOMBE	8A	MINOR	298
1287	4762Q	081785	WINTERVILLE, MS	CESSNA	A-188B	NONE	232
1288	10239	062285	GRIFFITH, IN	CESSNA	150L	NONE	146
1289	9729N	071185	HEBRON, OH	BENSEN	B8M	NONE	278
1290	2203D	072285	BOUNTIFUL, UT	PIPER	PA-28	NONE	350
1291	159L	061485	WEST PALM BEACH, FL	BELL	206B	MINOR	98
1291	156L	061485	WEST PALM BEACH, FL	BELL	206B	MINOR	96
1292	7614Z	071585	THISTLE, UT	PIPER	PA-25-235	NONE	348
1293	2830M	030285	WAYNESVILLE, OH	PIPER	PA-12	NONE	268
1294	36TD	030285	LEBANON, IN	CESSNA	150L	NONE	142
1295	9675G	072685	GREYSTONE, CO	CESSNA	U206	NONE	86
1296	29044	012585	CEDAR CITY, UT	CESSNA	206	MINOR	344
1297	8409V	071385	GLEN CANYON, UT	PIPER	PA-32R-301	NONE	346
1298	8347U	100385	CANTON, OH	CESSNA	172F	NONE	284
1299	83053	090685	MCEWEN, TN	AERONCA	7AC	SERIOUS	326
1300	2335R	092985	PITTSTOWN, NJ	PIPER	PA-28-180	MINOR	254
1301	94221	051985	NEWRY, PA	CESSNA	C152	NONE	306
1302	1587E	100785	SALINA, KS	CESSNA	172N	NONE	164
1303	72060	101285	CHESTERFIELD, MO	BEECH	A36	NONE	222
1304	5382C	101285	PACIFIC, MO	CESSNA	140A	NONE	220

## File Order Listing - Issue No. 7, 1985

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
-----	-----	----	-----	----	-----	-----	-----
1305	4KE	101585	MONTICELLO, IA	PIPER	PA-32-300	NONE	122
1306	43429	101785	GARDNER, KS	PIPER	PA-28R-200	NONE	166
1307	936S	101785	OSAGE BEACH, MO	BEECH	H-18	NONE	224
1308	31272	100585	DUMAS, AR	BELLANCA	7GCBC	NONE	48
1309	46175	092185	CAMERON, MO	CESSNA	172I	MINOR	212
1310	1008E	093085	COUNCIL BLUFFS, IA	BELLANCA	CITABRIA 7	MINOR	120
1311	2620N	081785	WILMOT, AR	PEZETEL	M18 DROMAD	NONE	36
1312	CGYSM	082985	COTTON PLANT, AR	CESSNA	310	NONE	40
1313	3943L	090185	DEEPWATER, MO	CESSNA	172G	NONE	210
1314	2920E	090785	BRIDGEPORT, NE	CESSNA	172N	MINOR	252
1315	8047N	100385	KANSAS CITY, MO	PIPER	PA-28-140	NONE	216
1316	47677	071385	STOUGHTON, WI	PIPER	PA-28-181	NONE	376
1317	7627	091485	HAMPSHIRE, IL	SCHWEIZER	134	MINOR	140
1318	50433	092185	RACINE, WI	CESSNA	150H	NONE	382
1319	65562	070385	ELKHORN, WI	CESSNA	152	NONE	374
1320	33006	070385	NEW RICHMOND, WI	PIPER	PA-28-200	MINOR	372
1321	7369Y	082485	PORTLAND, TN	PIPER	PA-30	MINOR	324
1322	23376	081985	SPRING CITY, TN	PIPER	PA-38-112	NONE	322
1323	734WW	072585	MITCHELL, OR	CESSNA	172	NONE	296
1324	1964J	072685	PASCO, WA	CESSNA	T-188C	NONE	364
1325	76942	082185	AMERICAN FALLS, ID	PIPER	PA-25-23-5	NONE	132
1326	742Y	072885	KLAMATH FALLS, OR	GRUMMAN	164	NONE	300
1327	3814J	062985	ASOTIN, WA	CESSNA	150G	NONE	362
1328	44SJ	061685	NORTH PLAINS, OR	GREAT LAKES	2T-1A-2	NONE	288
1329	65688	060285	LAKE ODESSA, MI	STEARMAN	E-75	NONE	186

## File Order Listing - Issue No. 7, 1985

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1330	4885Y	091385	MINOCQUA, WI	CESSNA	T210N	NONE	380
1331	5831G	090885	BEE BRANCH, AR	CESSNA	150K	NONE	46
1332	424FH	090385	ASHLAND, KS	FAIRCHILD HI	FH-1100	NONE	162
1333	3920D	071385	NORTH CANTON, OH	CESSNA	182	SERIOUS	280
1334	1487A	071385	IOLA, WI	PIPER	PA-22	NONE	378
1335	7619K	072885	MADELIA, MN	PIPER	PA-20	MINOR	196
1336	57275	080285	LANSING, IL	MOONEY	M20J	MINOR	136
1337	335RM	080385	PORT CLINTON, OH	MCFARLAND	QUICKIE 2	MINOR	282
1338	53AT	101285	ANCHORAGE, AK	ARCTIC TERN	S-1B2	NONE	16
1339	5353D	092985	GLENNALLEN, AK	CESSNA	180A	NONE	14
1340	9570M	101485	NELSON ISLAND, AK	CESSNA	207A	MINOR	18
1341	66069	053085	MERRILL, WI	CESSNA	150M	NONE	368
1342	96570	062385	LANCASTER, OH	CESSNA	172P	NONE	274
1343	731TS	081085	BENTON, MS	CESSNA	A188B	NONE	230
1344	48562	080485	LEESBURG, GA	SCHWEIZER	G-164B	NONE	112
1345	3986K	080385	GREENVILLE, SC	EIPPER	MX-2	NONE	316
1346	9742G	091085	BASCOM, FL	CESSNA	A188B	SERIOUS	102
1347	35469	110385	MILLINGTON, TN	CESSNA	172I	MINOR	334
1348	8710H	051885	SEARCY, AR	SCHWEIZER	G-164A	NONE	32
1349	6982H	082985	GRAVOIS MILLS, MO	CESSNA	172 M	NONE	202
1350	16LB	090285	BOONE, IA	GRUMMAN	AA5	MINOR	118
1351	6999G	090685	MORRILTON, AR	CESSNA	150L	NONE	44
1352	3826	092185	LEBANON, MO	LON J. MCKNI	FLYBABY 1A	MINOR	214
1353	22553	071085	ENTERPRISE, AL	CESSNA	150H	NONE	22
1354	49214	062185	LEXINGTON, NC	CESSNA	152	NONE	240

## File Order Listing - Issue No. 7, 1985

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1355	10AA	072985	ATHENS, AL	GRUMMAN	G-164A	NONE	24
1356	736TX	061385	LAS VEGAS, NV	CESSNA	R-172-K	MINOR	258
1357	5695J	061785	POCATELLO, ID	CESSNA	188A	SERIOUS	124
1358	9459K	062785	OXFORD, OH	PIPER	PA-28-181	MINOR	276
1360	14420	062385	GREGORY, MI	BLANIK	L-13	NONE	188
1361	8400K	070385	THIEF RIVER FL, MN	GRUMMAN ACFT	G-164B	NONE	194
1362	48515	081585	IRWINVILLE, GA	SCHEIZER	G-164B	NONE	114
1363	3TE	060285	JACKSONVILLE, FL	CENTRAIR	PEGASE 101	MINOR	92
1364	8657F	060885	ST.PETERSBURG, FL	HUGHES	269-C	NONE	94
1365	56349	091485	BLQOMINGTON, IN	MAULE	M-5-235C	NONE	148
1366	3025S	092885	HASTINGS, MI	CESSNA	150	NONE	190
1367	9837H	070685	TELLURIDE, CO	CESSNA	182-R	MINOR	80
1368	39061	083185	MONTGOMERY CITY, MO	GRUMMAN AMER	AA-1C	NONE	208
1369	18604	090185	STUTTGART, AR	CESSNA	150-L	NONE	42
1370	420SB	090785	EGEGIK, AK	CESSNA	180-J	NONE	6
1371	7070K	080685	ANCHORAGE, AK	PIPER	PA-20-135	MINOR	2
1372	3657C	090885	FAREWELL, AK	CESSNA	180	NONE	8
1374	1749	070985	LA GRANDE, OR	CESSNA	150	NONE	290
1375	8655U	071385	IDAHO CITY, ID	CESSNA	172	NONE	130
1376	7AT	072885	JARBRIDGE, NV	PIPER	PA-30	SERIOUS	260
1377	7073A	040985	KINTNERSVILLE, PA	CESSNA	172	NONE	304
1378	82054	050785	STOW, MA	PIPER	PA-28-181	NONE	178
1379	5405F	071385	CHATHAM, MA	PIPER	PA28-151	MINOR	180
1380	5640C	052085	PITTSBURGH, PA	MAULE	M-5-235C	NONE	308
1381	3548V	051785	POTSDAM, NY	PIPER	PA-31-350	NONE	264

## File Order Listing - Issue No. 7, 1985

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
1382	300UM	051885	ELLINGTON, CT	PIPER	PA-32R-301	NONE	90
1383	7523D	051785	BATAVIA, NY	PIPER	PA-22-150	NONE	262
1384	8703B	052285	ERIE, PA	CESSNA	172	NONE	310
1385	1983Q	062285	YAKIMA, WA	CESSNA	C-177RG	FATAL	360
1386	7982Y	081485	HOLLISTER, CA	PIPER	PA-30	NONE	68
1387	33ET	060985	CARLISLE, IA	E.T. MEREDIT	CHRISTEN E	FATAL	116
1388	1795S	061785	PASCO, WA	AERO COMMAND	600S-20	NONE	358
1389	52920	031085	MARKHAM, TX	CESSNA	172-N-II	MINOR	342
1391	7336Z	060885	LOVINGTON, NM	PIPER	PA-25-235-	NONE	256
1392	4868R	060885	BROADWATER, NE	CESSNA	A-188-B	NONE	250
1394	55956	060785	BLAIR, WI	PIPER	PA-28-180	NONE	370
1395	4871X	060885	GARDNER, CO	AYRES	S2R-600	NONE	78
1396	5078S	060885	MARIANNA, AR	SNOW	AT301	NONE	34
1397	8810B	053185	MCPHERSON, KS	EAGLE	DW1-0062	NONE	150
1398	3438P	030885	EL CAMPO, TX	PIPER	PA-23-160	NONE	338
1399	495RA	030985	MIAMI, OK	CESSNA	150G	NONE	286
1400	4767X	030985	ONALASKA, TX	CESSNA	150G	NONE	340



**AIRCRAFT ACCIDENT REPORTS**

**BRIEF FORMAT**

**U.S. CIVIL AND FOREIGN AVIATION**

**ISSUE NUMBER 7 OF 1985 ACCIDENTS**

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1371      8/06/85      ANCHORAGE, AK      A/C Reg. No. N7070K      Time (Lcl) - 1635 ADT

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

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

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

Make/Model - PIPER PA-20-135	Eng Make/Model - LYCOMING O-290-D2	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 135 HP	

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

<b>Weather Data</b> Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/008 KTS Visibility - 60.0 SM Lowest Sky/Clouds - 3000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	<b>Itinerary</b> Last Departure Point TALKEETNA, AK Destination SAME AS ACC/INC  <b>ATC/Airspace</b> Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE	<b>Airport Proximity</b> ON AIRSTRIP  <b>Airport Data</b> SKY HARBOR AIRSTRIP Runway Ident - 34 Runway Lth/Wid - 1800/ 70 Runway Surface - GRAVEL Runway Status - DRY
---	---	---

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

Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 36 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 62 Make/Model- 5 Instrument- UNK/NR Multi-Eng - UNK/NR Last 24 Hrs - 0 Last 30 Days- UNK/NR Last 90 Days- 13 Rotorcraft - UNK/NR
---	--	--

Instrument Rating(s) - NONE

-----Narrative-----

LOW TIME STUDENT PLT LOST CONTROL DURING ATTEMPTED GO-AROUND & CRASHED INTO TWO PARKED ACFT. 8 TO 12 KT CROSSWIND WAS REPORTED.

Brief of Accident (Continued)

File No. - 1371

8/06/85

ANCHORAGE, AK

A/C Reg. No. N707OK

Time (Lcl) - 1635 ADT

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

Finding(s)

1. TERRAIN CONDITION - UPHILL
2.      COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3.      IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4.      INSUFFICIENT STANDARDS/REQUIREMENTS, AIRMAN - FAA(ORGANIZATION)
5. TERRAIN CONDITION - HIGH VEGETATION
6.      IMPROPER USE OF PROCEDURE, ANXIETY/APPREHENSION - PILOT IN COMMAND
7.      INADEQUATE CERTIFICATION/APPROVAL, AIRMAN - FAA(ORGANIZATION)
8. WEATHER CONDITION - CROSSWIND
9.      IMPROPER USE OF PROCEDURE, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
10.      IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
11.      IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
12.      IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
13.      IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

Finding(s)

14.      IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND

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

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

Factor(s) relating to this accident is/are finding(s) 4,6,7,8,10,11,12,13,14

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1245      9/04/85      FAIRBANKS, AK      A/C Reg. No. N3839Z      Time (Lc1) - 1900 ADT

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

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

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FAIRBANKS, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 240/025 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 100.0 SM	Type of Flight Plan - VFR	Runway Surface - GRAVEL
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - VFR	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 295
SE LAND	Months Since - 5	Make/Model- 192
	Aircraft Type - PA-18	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- 30
		Last 90 Days- 70
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHILE MAKING A LOSS PASS OVER A GRAVEL AREA, HE EXPERIENCED VIOLENT SINKING DUE TO WIND SHEAR. THE PLT REPORTED THE WINDS WERE FROM 240 DEGS AT 25 KTS GUSTING TO 35 KTS.

Brief of Accident (Continued)

File No. - 1245

9/04/85

FAIRBANKS, AK

A/C Reg. No. N3839Z

Time (Lc1) - 1900 ADT

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. WEATHER EVALUATION - NOT PERFORMED - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1370

9/07/85

EGEGIK, AK

A/C Reg. No. N420SB

Time (Lcl) - 1400 ADT

-----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	-TAXI				

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

Fire Crew  
NONE Pass

0 0 0 1  
0 0 0 0

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

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

Eng Make/Model - CONTINENTAL O-470-R35  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 230 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 210/035 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 1500 FT

Lowest Ceiling - 1500 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

NAKNEK, AK

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity  
ON AIRSTRIP

Airport Data

LAKE BED

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - GRAVEL

Runway Status - DRY  
HOLES

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

Age - 36

Biennial Flight Review

Current - YES

Months Since - 27

Aircraft Type - 18

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1527

Make/Model- 239

Instrument- 220

Multi-Eng - 195

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 34

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT NOSED OVER WHILE TAXIING FOR TAKEOFF FROM A DRY LAKE BED. HE WAS TAXIING WITH A 35 TO 40 KT TAILWIND.

Brief of Accident (Continued)

File No. - 1370

9/07/85

EGEGIK,AK

A/C Reg. No. N420SB

Time (Lcl) - 1400 ADT

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

Finding(s)

1. TERRAIN CONDITION - SOFT
2.    COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND
3.    IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND
4.    INADEQUATE CERTIFICATION/APPROVAL, AIRMAN - FAA(ORGANIZATION)
5. WEATHER CONDITION - TAILWIND
6.    DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7.    IMPROPER USE OF EQUIPMENT/AIRCRAFT, COMPLACENCY - PILOT IN COMMAND
8.    INADEQUATE CERTIFICATION/APPROVAL, AIRCRAFT - FAA(ORGANIZATION)
9. WEATHER CONDITION - HIGH WIND

Occurrence #2      NOSE OVER  
Phase of Operation      TAXI - TO TAKEOFF

Finding(s)

10. WEATHER CONDITION - TAILWIND
11.    COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND
12.    IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND
13. WEATHER CONDITION - HIGH WIND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6,7,9,10,11,12,13

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1372

9/08/85

FAREWELL, AK

A/C Reg. No. N3657C

Time (Lc1) - 1700 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

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

Make/Model - CESSNA 180  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2546  
No. of Seats - 2

Eng Make/Model - CONTINENTAL D-470-A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 225 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - PARTIAL, LMTD BY FCSTR  
Basic Weather - VMC  
Wind Dir/Speed- 180/010 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 4000 FT SCATTERED  
Lowest Ceiling - 6000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Pilot-In-Command

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

Age - 31  
Biennial Flight Review  
Current - YES  
Months Since - 13  
Aircraft Type - PA-18

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

Total	- 300	Last 24 Hrs	- 0
Make/Model	- 130	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 0
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACFT FAILED TO GAIN ALT & CRASHED ON TAKEOFF FROM GRAVEL BAR WEIGHT & BALANCE. CG, & WINDS WERE QUESTIONABLE.

Brief of Accident (Continued)

File No. - 1372

9/08/85

FAREWELL,AK

A/C Reg. No. N3657C

Time (Lc1) - 1700 ADT

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

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
2. AIRCRAFT WEIGHT AND BALANCE - EXCESSIVE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. WEATHER CONDITION - TAILWIND
5. JUDGEMENT - POOR - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
7. PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND
8. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
9. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1241      9/16/85      FAIRBANKS, AK      A/C Reg. No. N8525D      Time (Lcl) - 1050 ADT

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

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

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

Make/Model - PIPER PA-22-160	Eng Make/Model - LYCOMING O-320-B2A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ANCHORAGE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FAIRBANKS INT'L
Wind Dir/Speed- 250/014 KTS	ATC/Airspace	Runway Ident - 19L
Visibility - 100.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 60
Lowest Sky/Clouds - 3300 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3300 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 19	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 241
SE LAND	Months Since - 3	Make/Model- 25
	Aircraft Type - PA-22	Instrument- 9
		Multi-Eng - UNK/NR
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 81
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE LEFT WING TIP CONTACTED THE RWY AND THE LEFT HORIZONTAL STABILIZER CONTACTED A SIGN FOLLOWING A LOSS ON CONTROL DURING LANIDNG. THE PLT REPORTED BEING AWARE OF THE RIGHT QUARTERING X-WIND BUT THE ACFT BOUNCED DURING THE INITIAL TOUCHDOWN. THE LEFT WING TIP AND LEFT GEAR CONTACTED THE RWY FIRST AND THE ACFT VEERED OFF THE RIGHT SIDE OF THE RWY WHERE THE STABILIZER CONTACTED A SMALL SIGN.

Brief of Accident (Continued)

File No. - 1241

9/16/85

FAIRBANKS, AK

A/C Reg. No. N8525D

Time (Lc1) - 1050 ADT

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

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

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

----Probable Cause----

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

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. - 1250      9/26/85      MERRILL PASS,AK      A/C Reg. No. N5317G      Time (Lcl) - 1230 ADT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-WILLOW AIR SERVICE	DESTROYED					
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	1	0	0	0
Accident Occurred During	-MANEUVERING			2	0	0	0

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

Make/Model	- DEHAVILLAND DHC-2	Eng Make/Model	- P&W R-985-14B	ELT Installed/Activated	- YES/NO
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 5090	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	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	HIDDEN RIVER,AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	WILLOW,AK		Runway Ident	- N/A
Wind Dir/Speed	- UNK/NR	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 30.0 SM	Type of Flight Plan	- VFR	Runway Surface	- N/A
Lowest Sky/Clouds	- 4500 FT	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- 4500 FT OVERCAST	Type Apch/Lndg	- NONE		
Obstructions to Vision	- UNK/NR				
Precipitation	- UNK/NR				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 27	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 4900	Last 24 Hrs - 3
SE LAND,ME LAND,SE SEA	Months Since - 2	Make/Model- 1200	Last 30 Days- 20
GLIDER	Aircraft Type - DHC-2	Instrument- 180	Last 90 Days- 50
		Multi-Eng - 1800	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TERRAIN IN A MOUNTAIN PASS AT AN ELEVATION OF 3600 FT MSL. THE PLT OBTAINED A WX BRIEFING AT 1329 GMT ON 9/26/86 AT WHICH TIME MERRILL PASS WAS FORECAST TO BE CLOSED BY 1100 ADT DUE TO DETERIORATING WX. THE LAST RADIO COMMUNICATION WITH THE ACFT WAS AT 1803 GMT WHEN CONTACT WAS MADE WITH MCGRATH FSS. AT THIS TIME THE PLT MADE A PLT REPORT STATING THE WX AT MERRILL PASS WAS MARGINAL; 2 MILES VIS WITH SNOW AND OCCASIONAL MODERATE TURBULENCE. THE WRECKAGE WAS LOCATED ON 6/29/85 AND INDICATED THE ACFT CONTACTED THE TERRAIN IN A RELATIVELY LEVEL ATTITUDE WITH CONSIDERABLE AIRSPEED.

Brief of Accident (Continued)

File No. - 1250

9/26/85

MERRILL PASS, AK

A/C Reg. No. N5317G

Time (Lcl) - 1230 ADT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2.     IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
3. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
4. WEATHER CONDITION - TURBULENCE
5. WEATHER CONDITION - SNOW
6. WEATHER CONDITION - OBSCURATION

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

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1339      9/29/85      GLENNALLEN, AK      A/C Reg. No. N5353D      Time (Lcl) - 1510 ADT

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

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

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

Make/Model	- CESSNA 180A	Eng Make/Model	- CONTINENTAL O-470K	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	SLEET CREEK, AK	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	UNK/NR	GULKANA
Wind Dir/Speed	- 160/022 KTS	ATC/Airspace	Runway Ident
Visibility	- 160.0 SM	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- 6000 FT SCATTERED	Type of Clearance	- UNK/NR
Lowest Ceiling	- 8000 FT OVERCAST	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 56	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 90000
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 1	Make/Model	- 5000
HELICOPTER	Aircraft Type - 180	Instrument	- 85
		Multi-Eng	- 1500
		Last 24 Hrs	- 8
		Last 30 Days	- 280
		Last 90 Days	- 450
		Rotorcraft	- 35

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THE AIRCRAFT LEFT WING WAS RAISED BY A GUST OF WIND. THE AIRCRAFT ACCELERATED RAPIDLY IN A SI  
DEWAYS ATTITUDE TO THE RIGHT. THE WIND GUST ENCOUNTERED AND THE FACT THE LANDING ROLL WAS ALMOST COMPLETED CA  
USED A SITUATION THAT WAS BEYOND THE CAPABILITY OF THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 1339

9/29/85

GLENNALLEN, AK

A/C Reg. No. N5353D

Time (Lcl) - 1510 ADT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, PSYCHOLOGICAL CONDITION - PILOT IN COMMAND
4. WEATHER CONDITION - GUSTS
5. WIND INFORMATION - NOT UNDERSTOOD - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, PRESSURE - PILOT IN COMMAND
7. WEATHER CONDITION - UNFAVORABLE WIND
8. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
9. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND
10. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident<sup>1</sup>

File No. - 1338      10/12/85      ANCHORAGE, AK

A/C Reg. No. N53AT

Time (Lcl) - 1230 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  
NONE

Crew  
Pass

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

Make/Model - ARCTIC TERN S-1B2  
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- 310/006 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  
ANCHORAGE, AK  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 37

Biennial Flight Review

Current - YES  
Months Since - 3  
Aircraft Type - PA-22

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	425	Last 24 Hrs	-	1
Make/Model	-	286	Last 30 Days	-	20
Instrument	-	5	Last 90 Days	-	42

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENGINE FAILURE WAS DUE TO A LINE CAP LOOSE IN THE BAFFLED PORTION OF THE TANK NEAR THE OUTLET LINES. THE PILOT STATED THE AIRCRAFT ENGINE QUIT AT 1000 FEET HE THEN ATTEMPTED AN EMERGENCY LANDING IN A SCHOOL YARD.

Brief of Accident (Continued)

File No. - 1338

10/12/85

ANCHORAGE, AK

A/C Reg. No. N53AT

Time (LC1) - 1230 ADT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation    APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. FUEL SYSTEM - BLOCKED(TOTAL) .
  2. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND
  3. FUEL SYSTEM, LINE - BLOCKED(TOTAL)
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

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

-----

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1340      10/14/85      NELSON ISLAND, AK      A/C Reg. No. N9570M      Time (Lcl) - 1450 ADT

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

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

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

Make/Model	CESSNA 207A	Eng Make/Model	CONTINENTAL IO 520-F	ELT Installed/Activated	YES/YES
Landing Gear	TRICYCLE-FIXED	Number Engines	1	Stall Warning System	YES
Max Gross Wt	3800	Engine Type	RECIP-FUEL INJECTED		
No. of Seats	6	Rated Power	306 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	MT VILLIAGE, AK	
Completeness	Destination	Airport Data
Basic Weather	SAME AS ACC/INC	Runway Ident
Wind Dir/Speed		- N/A
Visibility	ATC/Airspace	Runway Lth/Wid
Lowest Sky/Clouds	Type of Flight Plan	- N/A
Lowest Ceiling	COMPANY (VFR)	Runway Surface
Obstructions to Vision	Type of Clearance	- N/A
Precipitation	NONE	Runway Status
Condition of Light	Type Apch/Lndg	- N/A
	NONE	

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

Pilot-In-Command	Age - 37	Medical Certificate	VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 8660	Last 24 Hrs - 5
SE LAND, ME LAND, SE SEA	Months Since - 2	Make/Model - 2600	Last 30 Days - 100
	Aircraft Type - 207	Instrument - 380	Last 90 Days - 157
		Multi-Eng - 2000	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE LOST 90 PERCENT OF AIRCRAFT CONTROL AND AN ALARMING RATE OF LOST OF ALTITUDE. AT THE TIME OF THE ACCIDENT THE WIND WAS REPORTED AS 140 DEGREES AT 30 KNOTS WITH GUST 40 KNOTS. CHIEF PILOT STATED CROSSING THE ISLAND AT A HIGHER ALTITUDE WOULD HAVE HELPED THE PILOT IN CONTROLLING THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 1340

10/14/85

NELSON ISLAND, AK

A/C Reg. No. N9570M

Time (Lc1) - 1450 ADT

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
4. WEATHER CONDITION - FOG
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, PSYCHOLOGICAL CONDITION - PILOT IN COMMAND
7. WEATHER CONDITION - GUSTS
8. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
9. IMPROPER USE OF PROCEDURE, PRESSURE - PILOT IN COMMAND
10. WEATHER CONDITION - HIGH WIND
11. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
12. IMPROPER USE OF PROCEDURE, COMPANY-INDUCED PRESSURE - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,7,8,10,11

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1204      3/16/85      MOBILE, AL      A/C Reg. No. N213CM      Time (Lcl) - 1046 CST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation      - FERRY  
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 411  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 6500  
No. of Seats      - 2

Eng Make/Model      - CONTINENTAL GTISO-520-C  
Number Engines      - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 340 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - IMC  
Wind Dir/Speed-      030/004 KTS  
Visibility      - 2.000 SM  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - 400 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation      - RAIN  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
GULFPORT, AL  
Destination  
ANDALUSIA, AL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

BROOKLEY  
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  
ME LAND

Age - 43  
Biennial Flight Review  
Current      - YES  
Months Since      - 4  
Aircraft Type      - C-411

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

Total	- 2948	Last 24 Hrs	- UNK/NR
Make/Model-	296	Last 30 Days-	UNK/NR
Instrument-	350	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT EXPERIENCED A TTL ELECTRICAL FAILURE FOR UNKNOWN REASONS. THE PLT DESCENDED AND FLEW BELOW LOW CEILINGS UNTIL AND ARPT WAS FOUND. ATTEMPTS TO LOWER THE LANDING GEAR WITH THE EMERG HAND CRANK FAILED. LOW ON FUEL, HE LANDED WITH GEAR UP. THE PLT SELECTED GRASS AREA BESIDE THE RWY TO LAND. DURING THE LANDING THE ACFT CONTACTED A CONCRETE POST WHICH WAS OBSCURED BY TALL GRASS. DURING THE INVESTIGATION THE LANDING GEAR WAS LOWERED WITH THE EMERG HAND CRANK. THE ONLY ELECTRICAL COMPONENT FAILURE FOUND WAS A CORRODED MASTER BATTERY SOLENOID.

Brief of Accident (Continued)

File No. - 1204

3/16/85

MOBILE,AL

A/C Reg. No. N213CM

Time (Lcl) - 1046 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation DESCENT - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM,ELECTRIC RELAY - CORRODED
2. ELECTRICAL SYSTEM - UNDETERMINED

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. GEAR EXTENSION - NOT ATTAINED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,ANXIETY/APPREHENSION - PILOT IN COMMAND
5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
6. WHEELS UP LANDING - NOT CORRECTED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1353      7/10/85      ENTERPRISE,AL      A/C Reg. No. N22553      Time (Lcl) - 0920 CDT

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

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

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

Make/Model - CESSNA 150H	Eng Make/Model - CONTINENTAL D-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
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	ENTERPRISE
Wind Dir/Speed- 230/005 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 80
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT,COMMERCIAL,MILITARY	Current - N/A	Total - 387
	Months Since - N/A	Make/Model- 6
HELICOPTER	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 98
		Rotorcraft - 381

Instrument Rating(s) - HELICOPTER

-----Narrative-----

WHILE ON A SOLO TRAINING FLIGHT THE AIRCRAFT LOST POWER WHILE ON DOWNWIND AND THE STUDENT PILOT MADE AN EMERGENCY LANDING ON THE RUNWAY. HOWEVER, DURING LANDING ROLL THE AIRCRAFT WENT OFF THE SIDE OF THE RWY AND NOSED OVER IN THE SOFT SOIL. POST CRASH EXAMINATION OF THE AIRCRAFT REVEALED THAT ONLY RESIDUAL FUEL WAS FOUND IN THE AIRCRAFT. THE ENGINE WAS EXAMINED AND THE ONLY DISCREPANCY NOTED WAS LEAKAGE PAST THE EXHAUST VALVE IN THE NUMBER 1 CYLINDER.

Brief of Accident (Continued)

File No. - 1353

7/10/85

ENTERPRISE,AL

A/C Reg. No. N22553

Time (Lc1) - 0920 CDT

-----  
Occurrence #1            LOSS OF POWER  
Phase of Operation      APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. FLUID,FUEL - EXHAUSTION
  2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
  3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

4. TERRAIN CONDITION - GROUND
  5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1355      7/29/85      ATHENS,AL      A/C Reg. No. N10AA      Time (Lcl) - 1130 CDT

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

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

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

Make/Model - GRUMMAN G-164A	Eng Make/Model - P & W R-985-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	DECATUR,AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 260/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - 4000 FT BROKEN	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 - 976
SE LAND	Months Since - 7	Make/Model- 240
	Aircraft Type - UNK/NR	Instrument- 33
		Multi-Eng - UNK/NR
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 120
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN AERIAL APPLICATION FLIGHT THE AIRCRAFT LOST POWER DUE TO FUEL EXHAUSTION. THE PILOT MADE AN EMERGENCY LANDING IN A CORN FIELD. THE PILOT STATED THAT HE VISUALLY CHECKED THE FUEL PRIOR TO TAKE OFF AND IT APPEARED AS IF THERE WAS ENOUGH FUEL TO COMPLETE THE FLIGHT. THE FUEL GAUGE PRIOR TO TAKE OFF READ 35 GALLOSN. IT ALSO READ 35 GALLONS AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1355

7/29/85

ATHENS, AL

A/C Reg. No. N10AA

Time (Lc1) - 1130 CDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
3. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - INOPERATIVE
4. AIRCRAFT PREFLIGHT - 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)

5. OBJECT - FENCE
6. PRECAUTIONARY LANDING - DELAYED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1217      8/12/85      ATHENS,AL      A/C Reg. No. N2825J      Time (Lcl) - 1110 CDT

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

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

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

Make/Model - CESSNA T188C	Eng Make/Model - CONTINENTAL TSIO-520-T	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 310 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- VARIABLE	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - 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 - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 6781
SE LAND,ME LAND	Months Since - 18	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 1012
		Instrument- 938
		Last 30 Days- UNK/NR
		Last 90 Days- 79
		Multi-Eng - 4332

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT EXPERIENCED A GRADUAL LOSS OF PWR FOLLOWED BY AN IN-FLT FIRE WHICH LEAD TO AN OFF ARPT FORCED LANDING. DURING THE FORCED LANDING IHE ACFT COLLIDED WITH TREES AND WAS DESTROYED BY FIRE.

Brief of Accident (Continued)

File No. - 1217

8/12/85

ATHENS, AL

A/C Reg. No. N2825J

Time (Lc1) - 1110 CDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)  
1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      FIRE  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #4      ON GROUND 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1215      8/12/85      GOODWAY, AL      A/C Reg. No. N9647P      Time (Lc1) - 1611 CDT

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

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

-----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 - 1576	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2750
SE LAND	Months Since - 6	Make/Model- 2467
	Aircraft Type - UNK/NR	Instrument- 13
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 200

Instrument Rating(s) - NONE

-----Narrative-----

DURING AERIAL APPLICATION THE ACFT LOST TOTAL PWR AND THE PLT MADE AN EMERGENCY LANDING IN A FLD. THE PLT STATED THAT SHORTLY AFTER THE ENG LOST PWR, HE NOTICED SMOKE COMING FROM THE ENG NACELLE. AFTER LANDING IN THE FLD, THE ACFT BEGAN TO BURN AND WAS COMPLETELY DESTROYED BY FIRE.

Brief of Accident (Continued)

File No. - 1215

8/12/85

GOODWAY, AL

A/C Reg. No. N9647P

Time (Lcl) - 1611 CDT

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

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

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY  
-----

Occurrence #3        FIRE  
Phase of Operation    DESCENT - EMERGENCY  
-----

Finding(s)  
2. UNDETERMINED  
-----

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

Finding(s)  
3. TERRAIN CONDITION - GROUND  
-----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1223      5/28/85      ATLANTIC OCEAN,A0      A/C Reg. No. N206EA      Time (Lcl) - 1315 AST

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries			
Name of Carrier -EASTERN AIRLINES	NONE	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED,INTL,PASSENGER	Fire	Crew 0	0	1	8
Flight Conducted Under -14 CFR 121	NONE	Pass 0	2	18	45
Accident Occurred During -CRUISE					

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

Make/Model - AIRBUS INDUSTRIES A-300B4-2C	Eng Make/Model - GENERAL ELEC. CF-6-50C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 347225	Engine Type - TURBOFAN	
No. of Seats - 252	Rated Power - 5000 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	PHILADELPHIA,PA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAN JUAN,PR	Runway Ident - N/A
Wind Dir/Speed- 100/014 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 35000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - UNK/NR		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 19070
SE LAND,ME LAND	Months Since - 3	Make/Model- 1530
	Aircraft Type - A-300	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ESTABLISHED IN CRUISE FLIGHT CONDITIONS THE COMMERCIAL AIRLINER ENCOUNTERED AN AREA OF FORECAST THUNDERSTORMS. THE CAPTAIN ELECTED TO ATTEMPT TO FLY THROUGH THE AREA. AS THE AIRLINER WAS ATTEMPTING TO AVOID THE THUNDERSTORMS IT ENCOUNTERED ONE RAPID UP AND DOWN DRAFT. THIS CAUSED 2 SERIOUS INJURIES AND 19 MINOR INJURIES. THE FLT CONTINUED ON TO THE DESTINATION AND WAS MET BY MEDICAL PERSONNEL WHO TREATED AND EVACUATED THE INJURED. VARYING ACCOUNTS WERE RECEIVED FROM PASSENGERS AS TO WETHER OR NOT THE SEAT BELT SIGN WAS ILLUMINATED PRIOR TO ENCOUNTERING THE TURBULENCE, HOWEVER, THE CABIN CREW REPORTED THAT THE LIGHT WAS ILLUMINATED AT THE TIME AND A SEAT BELT CHECK HAD BEEN MADE. NEITHER THE FLT ATTENDANTS NOT THE PASSENGERS REPORTED HEARING A PA ANNOUNCEMENT PRIOR TO THE TURBULENCE. ONE FLT ATTENDANT WAS INFORMED BY THE FLT ENGINEER THAT THEY WERE APPROACHING AN AREA OF ROUGH WX BUT THIS INFO WAS NOT PASSED ONTO THE REMAINING CABIN CREW MEMBERS.

Brief of Accident (Continued)

File No. - 1223

5/28/85

ATLANTIC OCEAN, AO

A/C Reg. No. N206EA

Time (Lcl) - 1315 AST

-----  
Occurrence            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    CRUISE

Finding(s)

1. WEATHER CONDITION - TURBULENCE (THUNDERSTORMS)
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. CREW/GROUP COORDINATION - NOT PERFORMED - PILOT IN COMMAND
4. MISC EQPT/FURNISHINGS, FIRST AID EQUIPMENT - INADEQUATE

-----  
-----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. - 1348      5/18/85      SEARCY, AR      A/C Reg. No. N8710H      Time (Lcl) - 1200 CDT

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

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

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

Make/Model - SCHWEIZER G-164A	Eng Make/Model - P & W R1340 SERIES	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GRIFFITHVILLE, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1100
SE LAND, ME LAND	Months Since - 4	Make/Model- 800
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 250
		Last 24 Hrs - 10
		Last 30 Days- UNK/NR
		Last 90 Days- 90

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTS THAT THE ENG LOST POWER DURING A SPRAY PASS AND EACH TIME HE ADVANCED THE THROTTLE IN AN EFFORT TO REGAIN POWER THE ENG BACKFIRED. THE PLT MADE A FORCED LANDING IN A NEARBY FIELD AND THE ACFT HIT A DITCH, NOSED OVER AND BURNED. THE ENG WAS DISASSEMBLED AT AN OVERHAUL FACILITY AND NO EVIDENCE TO EXPLAIN THE REPORTED ENG FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 1348

5/18/85

SEARCY, AR

A/C Reg. No. N8710H

Time (Lc1) - 1200 CDT

-----  
Occurrence #1      LOSS OF POWER  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

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

Occurrence #2      FORCED LANDING  
Phase of Operation      MANEUVERING - AERIAL APPLICATION  
-----

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)  
2. TERRAIN CONDITION - NONE SUITABLE  
-----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1396      6/08/85      MARIANNA, AR      A/C Reg. No. N5078S      Time (Lcl) - 1800 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
ON GROUND

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
0  
0

Minor  
0  
0

None  
1  
0

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

Make/Model      - SNOW AT301  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1500  
No. of Seats      - 1

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

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed      - 110/007 KTS  
Visibility      - 6.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision      - NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
MARIANNA, AR  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age      - 30  
Biennial Flight Review  
Current      - YES  
Months Since      - 14  
Aircraft Type      - 150

Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)  
Total      - 1794  
Last 24 Hrs      - 3  
Make/Model      - 878  
Last 30 Days      - UNK/NR  
Instrument      - 10  
Last 90 Days      - 117

Instrument Rating(s)      - NONE

-----Narrative-----

AFTER DEPARTING THE AG STRIP THE PLT RPTD A VIBRATING ENGINE WHICH SHOOK VIOLENTLY UNTIL FINALLY QUITTING. THE PLT RESPONDED WITH AN EMERGENCY LANDING ATTEMPT TO A PLOWED BEAN FIELD. THE ACFT IMPACTED THE SOFT TERRAIN AT A HIGH RATE OF SPEED WHERE THE ACFT FLIPPED OVER INVERTED. THE ACFT COMMENCED TO BURN AFTER IMPACT, WHICH TOTALLY CONSUMED THE ACFT STRUCTURE. INSPECTION OF THE ACFT ENGINE FOUND A BROKEN NUMBER ONE CYLINDER CONNECTION ROD.

Brief of Accident (Continued)

File No. - 1396

6/08/85

MARIANNA, AR

A/C Reg. No. N5078S

Time (Lc1) - 1800 CDT

-----  
Occurrence #1            LOSS OF POWER  
Phase of Operation       MANEUVERING - AERIAL APPLICATION

Finding(s)  
1. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL  
-----

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

Finding(s)  
2. TERRAIN CONDITION - SOFT  
-----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1311      8/17/85      WILMOT,AR      A/C Reg. No. N2620N      Time (Lcl) - 1800 CDT

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

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

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

Make/Model      - PEZETEL M18 DROMADER	Eng Make/Model - PZLKALIZA A52 C-21R	ELT Installed/Activated - NO -N/A
Landing Gear      - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt      - 9900	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 1	Rated Power      - 967 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method      - N/A	WILMOT,AR	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	LOCAL	UNKNOWN
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident      - N/A
Visibility      - 10.0      SM	Type of Flight Plan - NONE	Runway Lth/Wid      - N/A
Lowest Sky/Clouds      - CLEAR	Type of Clearance      - NONE	Runway Surface      - DIRT
Lowest Ceiling      - NONE	Type Apch/Lndg      - FORCED LANDING	Runway Status      - WET
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current      - YES	Total      - 6713
SE LAND	Months Since      - 22	Make/Model- 6534
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 250

Instrument Rating(s) - NONE

-----Narrative-----

AT LIFT-OFF FM A PRIVATE AG-STRIP THE PLT EXPERIENCED AN ABRUPT RIGHT YAW. THE PLT STATED HE COMPENSATED WITH LEFT PEDAL TO MAINTAIN STRAIGHT AND LEVEL FLT. THE PLT STATED HE WAS UNABLE TO MAINTAIN ALTITUDE AND DROPPED HIS LOAD OF CHEMICAL DURING WHICH THE ACFT CONTINUED TO DESCEND TOWARDS THE GROUND. THE ACFT IMPACTED TERRAIN APPROXIMATELY 112 MILE OFF THE AG-STRIP. INVESTIGATION REVEALED THAT ONE OF THE SPRAY BOOMS WAS LOCATED JUST A SHORT DISTANCE OFF THE RUNWAY WHILE THE REMAINDER OF THE ACCESORIES WERE LOCATED RIGHT NEAR THE ACFT. THE ENGINE MOUNTING STRUCTURE WAS FOUND SEPARATED. METALLURGICAL TESTS SHOWED FAILURE TO BE FROM OVERLOAD. NO CONTROL FAILURE WAS OBSERVED.

Brief of Accident (Continued)

File No. - 1311

8/17/85

WILMOT,AR

A/C Reg. No. N2620N

Time (Lcl) - 1800 CDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
3. LOAD JETTISON - DELAYED - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - CROP
5. TERRAIN CONDITION - GROUND

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

Finding(s)

6. TERRAIN CONDITION - GROUND

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

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

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. - 1201      8/27/85      MOUNTAIN HOME, AR      A/C Reg. No. N756AU      Time (Lcl) - 1310 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries

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

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Serious  
0  
0

Minor  
0  
1

None  
1  
1

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

Make/Model      - CESSNA 182RG  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3200  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-540-J3C5D  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 235 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - IN PERSON  
Completeness      - FULL  
Basic Weather      - VMC

Itinerary

Last Departure Point  
JONESBORO, AR  
Destination  
BLUFFS, AR

Airport Proximity  
ON AIRSTRIPE

Airport Data

BLUFFS  
Runway Ident      - N/A  
Runway Lth/Wid      - 3000  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

Wind Dir/Speed- 120/008 KTS  
Visibility      - 12.0 SM  
Lowest Sky/Clouds      - 3000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

ATC/Airspace

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

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

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

Age - 43  
Biennial Flight Review  
Current      - YES  
Months Since      - 16  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 108  
Make/Model- 2  
Instrument- 1  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 5  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT HARD LANDED ON A SOFT SOD RWY SEPARATING THE NOSE WHEEL FROM THE NOSE GEAR STRUT. THE ACFT BOUNCED BACK INTO THE AIR AND DESCENDED WITH THE NOSE STRUT DIGGING INTO THE RUNWAY. THE ACFT FLIPPED INVERTED SUSTAINING SUBSTANTIAL DAMAGE. THE PLT STATED THAT UNEVEN TERRAIN OF THE RWY PRECIPITATED THE HARD LANDING ON THE RWY.

Brief of Accident (Continued)

File No. - 1201

8/27/85

MOUNTAIN HOME, AR

A/C Reg. No. N756AU

Time (Lcl) - 1310 CDT

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

Finding(s)  
1. FLARE - MISJUDGED - PILOT IN COMMAND  
-----

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

Finding(s)  
2. TERRAIN CONDITION - RUNWAY  
3. TERRAIN CONDITION - SOFT  
-----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1312      8/29/85      COTTON PLANT,AR      A/C Reg. No. NCGYSM      Time (Lcl) - 1200 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - CESSNA 310  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 5100  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-U  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 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  
MEMPHIS, TN  
Destination  
COTTON PLANT, AR

Airport Proximity  
ON AIRPORT

Airport Data

COTTON PLANT  
Runway Ident - UNK/NR  
Runway Lth/Wid - 3000/ 100  
Runway Surface - CONCRETE  
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 28  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - PA28R

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 698  
Last 24 Hrs - 4  
Make/Model- 119  
Last 30 Days- UNK/NR  
Instrument- 5  
Last 90 Days- 65  
Multi-Eng - 60

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LANDING ROLL AT AN AIRSTRIIP, THE PLT ALLOWED THE ACFT TO DRIFT. THE DRIFT CONTINUED UNTIL THE ACFT STRUCK A DITCH BORDERING THE RWY. THE ENSUING IMPACT WITH THE DITCH SUBSTANTIALLY DAMAGED THE ACFT. THE PILOT STATED THE WIND CONDITIONS WERE LIGHT & VARIABLE WITH THE PLT STATING HE HAD NO CONTROL MALFUNCTIONS DURING THE LANDING.

Brief of Accident (Continued)

File No. - 1312

8/29/85

COTTON PLANT, AR

A/C Reg. No. NCGYSM

Time (Lc1) - 1200 CDT

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

Finding(s)

1. TERRAIN CONDITION - DITCH
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1369      9/01/85      STUTTGART, AR      A/C Reg. No. N18604      Time (Lc1) - 1330 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire NONE  
Crew  
Pass

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 090/005 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
SEARCY, AR

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

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

Age - 50  
Biennial Flight Review  
Current - YES  
Months Since - 8  
Aircraft Type - UNK/NR

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

Total - 697	Last 24 Hrs - 1
Make/Model- 52	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 1
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT JUST AFTER TAKEOFF, HE LOST ENGINE POWER AND WHEN THE AIRPLANE WAS LANDED IN A ROUGH SOY-BEAN FIELD, IT NOSED OVER TO THE INVERTED POSITION. THE ENGINE AND FUEL SYSTEMS WERE INSPECTED BY AN FAA INSPECTOR. NO REASON FOR THE POWER LOSS COULD BE DETERMINED.

Brief of Accident (Continued)

File No. - 1369

9/01/85

STUTT GART, AR

A/C Reg. No. N18604

Time (Lc1) - 1330 CDT

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

Finding(s)

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

Occurrence #2       FORCED LANDING  
Phase of Operation   TAKEOFF - INITIAL CLIMB

-----

Occurrence #3       NOSE OVER  
Phase of Operation   LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1351      9/06/85      MORRILTON, AR      A/C Reg. No. N6999G      Time (Lcl) - 2105 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire NONE      Crew Pass

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

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

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

ELT Installed/Activated - YES-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- 140/005 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
MORRILTON, AR  
Destination  
BENTON, AR

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 25  
Biennial Flight Review  
Current - YES  
Months Since - 2  
Aircraft Type - 150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 128      Last 24 Hrs - 1  
Make/Model- 120      Last 30 Days- UNK/NR  
Instrument- 3      Last 90 Days- 49  
Multi-Eng - 2

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE WAS ON A NIGHT FLIGHT WHEN THE ENGINE FAILED. DURING THE FORCED LANDING, THE AIRPLANE STRUCK AND REMAINED ATTACHED TO HIGH VOLTAGE POWERLINES. INSPECTION OF THE ENGINE REVEALED NUMBER THREE CYLINDER CRACKED AND THE TOP COMPRESSION RING ON NUMBER FOUR PISTON WAS BROKEN.

Brief of Accident (Continued)

File No. - 1351

9/06/85

MORRILTON, AR

A/C Reg. No. N6999G

Time (Lcl) - 2105 CDT

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

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - CRACKED
  2. ENGINE ASSEMBLY, RING - CRACKED
- 

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

Finding(s)

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

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1331      9/08/85      BEE BRANCH, AR      A/C Reg. No. N5831G      Time (Lcl) - 1430 CDT

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point CLINTON, AR</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 - DIRT</p> <p>Runway Status - DRY</p>
--	--	--

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 25</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 - 72</p> <p>Make/Model- 72</p> <p>Instrument- 3</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 42</p> <p>Rotorcraft - UNK/NR</p>
---	--	--

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE WAS ON A LOCAL FLIGHT WHEN THE ENGINE FAILED. DURING THE FORCED LANDING, THE AIRPLANE RAN THROUGH A FENCE ROW OF TREES. INSPECTION REVEALED THAT THE ROCKER ARM BOSSES ON THE NUMBER ONE CYLINDER HAD FAILED. CYLINDER HAD BEEN INSTALLED 50 HOURS EARLIER AS A RECONDITIONED CYLINDER.

Brief of Accident (Continued)

File No. - 1331

9/08/85

BEE BRANCH, AR

A/C Reg. No. N5831G

Time (Lc1) - 1430 CDT

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

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - FAILURE, PARTIAL
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    CRUISE

-----

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

Finding(s)

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

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

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

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. - 1308

10/05/85

DUMAS, AR

A/C Reg. No. N31272

Time (Lcl) - 1120 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire NONE  
Crew  
Pass

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

Make/Model - BELLANCA 7GCBC  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1650  
No. of Seats - 2

Eng Make/Model - LYCOMING P-360-C2E  
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- 310/012 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
PINE BLUFF, AR  
Destination  
DUMAS, AR

ATC/Airspace

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

Airport Proximity  
ON AIRSTRIP

Airport Data

UNKNOWN  
Runway Ident - UNK/NR  
Runway Lth/Wid - 2600 -UNK/NR  
Runway Surface - GRASS/TURF  
Runway Status - DRY

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

Pilot-In-Command

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

Age - UNK/NR

Biennial Flight Review  
Current - YES  
Months Since - 18  
Aircraft Type - 172

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

Total - 353	Last 24 Hrs - 1
Make/Model- 15	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

ON LANDING AT A PVT SOD STRIP NEAR DUMAS, THE PLT STATED HE ENCOUNTERED A STRONG CROSSWIND. THE CROSSWIND FORCED HIS ACFT TO VEER OFF THE SIDE OF THE RWY. AFTER VEERING OFF THE RWY THE RIGHT WING STRUCK THE GROUND SUSTAINING SUBSTANTIAL DAMAGE TO THE WING SPAR. REPORTED WINDS IN THE PINE BLUFF AREA WERE FM 310 DEGREES MAGNETIC AT 12 KNOTS. A WITNESS AT THE AIRSTRIP TOLD THE PLT THAT SEVERAL WHIRLWINDS HAD PRECEDED HIS LANDING. THE PINE BLUFF RPTING STATION IS 40 MILES NORTHWEST OF DUMAS.

Brief of Accident (Continued)

File No. - 1308

10/05/85

DUMAS, AR

A/C Reg. No. N31272

Time (Lc1) - 1120 CDT

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

Finding(s)

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

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

Finding(s)

5. TERRAIN CONDITION - GROUND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1267      5/17/85      PHOENIX,AZ      A/C Reg. No. N5017W      Time (Lc1) - 1145 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

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

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

Make/Model      - PIPER PA-28-160  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2200  
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      - NWS  
Method      - IN PERSON  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed- CALM  
Visibility      - 25.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
PHOENIX,AZ  
Destination  
YUMA,AZ

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

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

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

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

Age - 29  
Biennial Flight Review  
Current      - YES  
Months Since      - 1  
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 410  
Make/Model- 32  
Instrument- 48  
Last 24 Hrs - 0  
Last 30 Days- 55  
Last 90 Days- 110

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD JUST PURCHASED THE ACFT & THIS WAS THE FIRST TIME HE HAD TAXIED IT FROM THE LEFT SEAT. THIS PLT TAXIED FROM THE PARKING RAMP UP A SLIGHT GRADE AN ACROSS A TAXIWAY. HE REPORTED THAT WHEN HE "LOOKED UP", HE OBSERVED THAT THE ACFT WAS HEADING TOWARD A HANGAR. THE PLT ATTEMPTED TO QUICKLY TURN THE ACFT BUT IT COLLIDED WITH THE HANGAR. EXAM OF THE BRAKES REVEALED THAT THEY WERE CAPABLE OF WORKING FOLLOWING THE COLLISION.

Brief of Accident (Continued)

File No. - 1267

5/17/85

PHOENIX, AZ

A/C Reg. No. N5017W

Time (Lc1) - 1145 MST

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

Finding(s)

1. TERRAIN CONDITION - UPHILL
2. THROTTLE/POWER CONTROL - EXCESSIVE - PILOT IN COMMAND
3. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
4. BRAKES(NORMAL) - DELAYED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1225      3/03/85      MODESTO,CA      A/C Reg. No. N103ES      Time (Lcl) - 0946 PST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MODESTO,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 310/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	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 - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2115
SE LAND,ME LAND	Months Since - 6	Make/Model- 1000
	Aircraft Type - C-150	Instrument- 40
		Multi-Eng - 100
		Last 24 Hrs - 1
		Last 30 Days- 10
		Last 90 Days- 30
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO WITNESSES, THE PLT COMPLETED A SHORT CHECKOUT AND THEN BOARDED A FEMALE COMPANION IN THE RENTED ACFT, TOOK OFF AND FLEW TO A POINT 2.9 NM FROM THE AIRPORT. THE ACFT WAS OBSERVED BY NUMEROUS GROUND WITNESSES TO PERFORM A "SERIES OF WINGOVERS, AT LOW ALTITUDE," WITH ENTRY ALTITUDES ESTIMATED AT 300 FT AGL AND BELOW. A POLICE OFFICER OBSERVED THAT EACH SUCCESSIVE ENTRY ALTITUDE "WAS SLIGHTLY LOWER THAN THE PREVIOUS ONE, WITH THE CORRESPONDING RECOVERY ALTITUDES LOWER AS WELL" UNTIL THE ACFT IMPACTED IN A VACANT FIELD IN A RESIDENTIAL AREA. THE POLICE OFFICER NOTED THAT THE RECOVERY ALTITUDE ON THE FIRST WING OVER WAS "ABOUT THE HEIGHT OF THE TELEPHONE POLES." THE CORONER'S OFFICE REPORTED THAT A RELATIVE OF THE PASSENGER LIVED ABOUT 1.5 MILES FROM THE ACCIDENT SITE.

Brief of Accident (Continued)

File No. - 1225

3/03/85

MODESTO, CA

A/C Reg. No. N103ES

Time (Lcl) - 0946 PST

-----  
Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT

Finding(s)

1. TERRAIN CONDITION - GROUND
  2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  4. JUDGEMENT - POOR - PILOT IN COMMAND
  5. IMPROPER USE OF PROCEDURE, OSTENTATIOUS DISPLAY - PILOT IN COMMAND
  6. AEROBATICS - INTENTIONAL - PILOT IN COMMAND
  7. ALTITUDE - IMPROPER - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1214      4/09/85      FALLBROOK,CA      A/C Reg. No. N2907X      Time (Lcl) - 1847 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire      NONE

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

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

Make/Model      - CESSNA 177	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      - 2350	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 4	Rated Power      - 150 HP	

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

Weather Data

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

Basic Weather      - IMC

Wind Dir/Speed- 210/004 KTS

Visibility      - 7.0 SM

Lowest Sky/Clouds      - 500 FT SCATTERED

Lowest Ceiling      - 800 FT BROKEN

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DUSK

Itinerary

Last Departure Point

CARLSBAD,CA

Destination

FALLBROOK,CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

FALLBROOK AIRPARK

Runway Ident      - N/A

Runway Lth/Wid      - 2160/ 70

Runway Surface      - ASPHALT

Runway Status      - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - TRAFFIC PATTERN

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 59

Biennial Flight Review

Current      - YES

Months Since      - 6

Aircraft Type - C-177

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 3000      Last 24 Hrs - 1

Make/Model- 150      Last 30 Days- UNK/NR

Instrument- 452      Last 90 Days- 94

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ALTHOUGH AWARE OF EXISTING IMC CONDITIONS AND REDUCED LIGHTING WITH THE SETTING OF THE SUN, THE PLT ATTEMPTED A VISUAL APCH TO HIS HOME ARPT WHICH DID NOT HAVE AN APPROVED APCH. HIS REMARKS TO MCCLELLLEN-PALOMAR TWR, REGARDING THE USE OF THE ON-BOARD LORAN RECEIVER, AND CHARTS FOUND IN THE WRECKAGE DEPICTING COORDINATES OF HIS HOME ARPT INDICATE THE PLT WAS PROBABLY USING THE LORAN TO GET A FIX ON THE ARPT. THE LOCATION OF THE LORAN DISPLAY ON THE INSTRUMENT PANEL REQUIRED THE PLT'S FLT-INSTRUMENT SCAN PATTERN TO BE INCREASED TO THE RIGHT OF THE NORMAL PATTERN. THE INCREASED SCAN PATTERN PROBABLY RESULTED IN THE DIVERSION OF THE PLT'S ATTENTION FROM THE FLT INSTRUMENTS, ALLOWING THE ACFT TO DESCEND INTO TREES. WITNESSES STATED DENSE FOG WAS PRESENT IN THE AREA AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1214

4/09/85

FALLBROOK, CA

A/C Reg. No. N2907X

Time (Lcl) - 1847 PST

-----  
Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. OBJECT - TREE(S)
  2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
  4. WEATHER CONDITION - FOG
  5. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
  6. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1236

4/23/85

HEMET,CA

A/C Reg. No. N4312B

Time (Lcl) - 1600 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -PERSONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -DESCENT

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

Make/Model - VICKERS SLINGSBY T56A VEGA

Eng Make/Model - N/A

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL RETRACTABLE

Number Engines - N/A

Stall Warning System - NO

Max Gross Wt - 970

Engine Type - N/A

No. of Seats - 1

Rated Power - N/A

-----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

HEMET,CA

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Age - 38

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - NO

Total - 109

Last 24 Hrs - UNK/NR

Months Since - UNK/NR

Make/Model- 41

Last 30 Days- UNK/NR

GLIDER

Aircraft Type - UNK/NR

Instrument- 0

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE SAILPLANE WAS IN LEVEL FLT WHEN THE PLT FELT FLUTTER AND LOST PITCH CONTROL OF THE ACFT. AFTER ONE UNCONTROLLED LOOP THE PLT BAILED OUT AND RECEIVED SERIOUS INJURIES DURING THE PARACHUTE LANDING. LOSS OF ALL SIX ELEVATOR HINGES HAD CAUSED THE ELEVATOR TO JAM IN THE UP POSITION.

Brief of Accident (Continued)

File No. - 1236

4/23/85

HEMET, CA

A/C Reg. No. N4312B

Time (Lcl) - 1600 PST

-----  
Occurrence #1

Phase of Operation CRUISE

Finding(s)

1. FLIGHT CONTROL, ELEVATOR ATTACHMENT - DISCONNECTED
- 

Occurrence #2

LOSS OF CONTROL - IN FLIGHT

Phase of Operation

DESCENT - UNCONTROLLED

-----

Occurrence #3

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation

DESCENT - UNCONTROLLED

-----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1221

5/01/85

OASIS,CA

A/C Reg. No. N58613

Time (Lcl) - 0700 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - CESSNA 182P  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2950  
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 090/005 KTS  
Visibility - 50.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
OASIS,CA  
Destination  
SAN DIEGO,CA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 23  
Biennial Flight Review  
Current - YES  
Months Since - 13  
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 845  
Last 24 Hrs - UNK/NR  
Make/Model- 20  
Last 30 Days- UNK/NR  
Instrument- 59  
Last 90 Days- 84  
Multi-Eng - 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

TO ACCOMMODATE HIS PAX'S REQUEST TO BE TRANSPORTED CLOSE TO HIS DESTINATION, THE PLT LANDED THE ACFT ON A 350 FOOT-LONG DIRT ROAD. THE PAX DISEMBARKED & THE PLT ATTEMPTED TO TAKE OFF ON THE SAME ROAD. THE ACFT BECAME AIRBORNE IN GRND EFFECT, CLIMBED APRX 5 FT THEN SETTLED BACK ON THE ROAD. THE ACFT OVERRAN THE END OF THE ROAD & ENTERED SANDY TERRAIN. THE PLT STATED THAT HE REALIZED THE ACFT WOULD NOT ACCELERATE IN THE SAND, SO HE ABORTED THE TAKEOFF. AS THE ACFT SLOWED TO A STOP IT NOSED OVER.

Brief of Accident (Continued)

File No. - 1221

5/01/85

OASIS,CA

A/C Reg. No. N58613

Time (Lc1) - 0700 PDT

Occurrence #1

OVERRUN

Phase of Operation

TAKEOFF - GROUND RUN

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - NONE SUITABLE
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - LOOSE GRAVEL/SANDY
4. AIRSPEED(VLO) - NOT ATTAINED - PILOT IN COMMAND
5. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

6. ABORTED TAKEOFF - INTENTIONAL - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1268      5/12/85      MORGAN HILL, CA      A/C Reg. No. N2456L      Time (Lcl) - 1820 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire      Crew      0  
NONE      Pass      0

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

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

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

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 315/009 KTS  
Visibility      - 25.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAN JOSE, CA  
Destination  
MORGAN HILL, CA

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      - FULL STOP

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

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

Age - 27  
Biennial Flight Review  
Current      - YES  
Months Since      - 12  
Aircraft Type      - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 172      Last 24 Hrs - 2  
Make/Model- 39      Last 30 Days- 9  
Instrument- 8      Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

ON A PERSONAL FLT, THE PLT & PAX FLEW TO AN UNCHARTED, DIRT AIRSTRIIP LOCATED IN A STATE PARK. THE PLT ACKNOWLEDGED THAT ON APCH THE ACFT WAS HIGH AND FAST. AFTER INITIALLY TOUCHING DOWN, THE PLT STATED THAT HE TRIED TO GO-AROUND. A PARK RANGER REPORTED THAT AT ABOUT THE MIDFIELD LOCATION THE ACFT VEERED OFF THE LEFT SIDE OF THE RWY, TRAVELED FOR 342 FT THROUGH A GRASSY FLD, BECAME AIRBORNE FOR 300 FT, AND COLLIDED WITH ADDITIONAL BUSHES COMING TO REST AT THE BOTTOM OF A 30 FT DEEP RAVINE.

Brief of Accident (Continued)

File No. - 1268

5/12/85

MORGAN HILL, CA

A/C Reg. No. N2456L

Time (Lc1) - 1820 PDT

Occurrence #1      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
2. TERRAIN CONDITION - HIGH VEGETATION
3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
4. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - DITCH

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1266

5/25/85

BAKERSFIELD,CA

A/C Reg. No. N1401D

Time (Lcl) - 0500 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - CESSNA 170A  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2200  
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS  
Method - ACFT RADIO  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 30.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAWN

Itinerary

Last Departure Point  
BAKERSFIELD,CA  
Destination  
MEDFORD,OR

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

BAKERSFIELD AIRPARK  
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 - 60

Biennial Flight Review

Current - YES  
Months Since - 19  
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2900	Last 24 Hrs -	2
Make/Model-	650	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	107
Multi-Eng -	UNK/NR	Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT PLACED THE IGNITION KEY ON THE ACFT'S DASHBOARD & THEN PROCEEDED TO TURN OVER THE PROP BY HAND. ACFT WAS NOT TIED DOWN OR CHOCKED & THE ENG STARTED. THE PLT ATTEMPTED TO RESTRAIN THE RUNAWAY ACFT. AFTER BEING DRAGGED FOR SEVERAL YDS, THE PLT LET LOOSE. THE ACFT TRAVELLED FOR 50 TO 60 FT & COLLIDED WITH A HANGAR. EXAM OF THE ACFT'S IGNITION SWITCH DISCLOSED THAT IT WAS WORN & SET TO THE RIGHT MAGNETO "ON" POSITION. DURING THE PLT'S PREFLIGHT INSPECTION HE FAILED TO DETECT THAT THE KEY COULD BE REMOVED WITHOUT FIRST TURNING THE SWITCH TO THE "OFF" POSITION.

Brief of Accident (Continued)

File No. - 1266

5/25/85

BAKERSFIELD, CA

A/C Reg. No. N1401D

Time (Lc1) - 0500 PDT

-----  
Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation STANDING - PRE-FLIGHT

Finding(s)

1. SAFETY SYSTEM(OTHER) - PREVIOUS DAMAGE
  2. SAFETY SYSTEM(OTHER) - WORN
  3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
- 

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

Finding(s)

4. OBJECT - BUILDING(NONRESIDENTIAL)
- 

-----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. - 1220

6/16/85

CAMERON PARK, CA

A/C Reg. No. N3790N

Time (Lcl) - 1910 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
ON GROUND

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

Make/Model - BEECH 35  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2550  
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-185-1  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 185 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 220/009 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

CAMERON AIRPARK

Runway Ident - 31

Runway Lth/Wid - 4060/ 50

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 32

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 300

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

IT COULD NOT BE DETERMINED WHICH OF THE TWO PRIVATE PLTS ON BOARD THE ACFT WAS SERVING AS PIC & AT THE CONTROLS OF THE ACFT. THE DENSITY ALT WAS COMPUTED TO BE 4100 FT. THERE WAS VERY LITTLE WIND & THE MAX ALLOWABLE GROSS WEIGHT WAS EXCEEDED BY APRX 123 POUNDS. THE RWY WAS 4060 FT LONG, BUT THE ACFT BECAME AIRBORNE AFTER ONLY 1150 FT OF ROLL. IT REACHED A MAX ALT OF 10 TO 15 FT WHEN THE WINGS BEGAN TO ROCK UP & DOWN. THE RIGHT WIND TIP CONTACTED THE DIRT OFF THE RIGHT SIDE OF THE RWY & THE ACFT SPUN AROUND IN A CLOCKWISE MANNER, COMING TO REST 1550 FT FROM WHERE THE TAKEOFF WAS INITIATED. A POST CRASH FIRE COMMENCED IMMEDIATELY, BUT THE OCCUPANTS EXITED THE ACFT ON THEIR OWN. NO PRE-IMPACT FAILURE OR MALFUNCTION OF THE ACFT WAS FOUND OR REPORTED.

Brief of Accident (Continued)

File No. - 1220

6/16/85

CAMERON PARK, CA

A/C Reg. No. N3790N

Time (Lc1) - 1910 PDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
4. AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

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

Occurrence #3      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) 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. - 1269      7/02/85      WINTERS,CA      A/C Reg. No. N23799      Time (Lcl) - 1030 PDT

-----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 - MEYERS OTW  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1860  
No. of Seats - 2

Eng Make/Model - WARNER SCARAB UNKNOWN  
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- 180/002 KTS  
Visibility - 25.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SACRAMENTO,CA  
Destination  
DAVIS,CA

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

YOLO COUNTY  
Runway Ident - 16  
Runway Lth/Wid - 6000/ 100  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI  
SE LAND,ME LAND

Age - 54

Biennial Flight Review

Current - YES  
Months Since - 2  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 5600  
Make/Model- 187  
Instrument- 500  
Multi-Eng - 900  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 211

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PURPOSE OF THIS FLT WAS TO CHECK OUT A COMMERCIAL PLT IN THE ACFT. DUAL FLT CONTROLS & HEEL BRAKES WERE INSTALLED. THE STUDENT WAS PRACTICING LANDINGS & ON HIS 4TH OR 5TH LANDING ROLL, THE ACFT BEGAN TO TURN TO THE RIGHT. THE STUDENT APPLIED LEFT RUDDER & BRAKE BUT THE ACFT CONTINUED TO TURN TO THE RIGHT. THE INSTRUCTOR ALSO APPLIED BRAKES & THE ACFT NOSED OVER. BOTH PLT'S ADMITTED THAT EXCESSIVE BRAKING ACTION CAUSED THE NOSE OVER, AND THAT BOTH PLTS WERE USING THE BRAKES. THE INSTRUCTOR PLT REPORTED THAT THERE WERE NO MECHANICAL FAILURES OR MALFUNCTION OF THE ACFT.

Brief of Accident (Continued)

File No. - 1269

7/02/85

WINTERS, CA

A/C Reg. No. N23799

Time (Lcl) - 1030 PDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT  
-----

Occurrence #2       NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

2. BRAKES(NORMAL) - EXCESSIVE - 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. - 1386      8/14/85      HOLLISTER,CA      A/C Reg. No. N7982Y      Time (Lcl) - 1345 PDT

-----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      -TAKEOFF

Fire      NONE  
Crew      0  
Pass      0

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

Make/Model      - PIPER PA-30  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3600  
No. of Seats      - 4

Eng Make/Model      - LYCOMING 320-B1A  
Number Engines      - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 160 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed-      270/010 KTS  
Visibility      - 50.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision-      NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
HILLSBORO,OR

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data  
HOLLISTER

Runway Ident      - 23  
Runway Lth/Wid      - 4350/ 100  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 51  
Biennial Flight Review  
Current      - YES  
Months Since      - 15  
Aircraft Type - PA-30

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 5000      Last 24 Hrs - 2  
Make/Model-      252      Last 30 Days- UNK/NR  
Instrument-      1000      Last 90 Days- 66  
Multi-Eng - 500      Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT AND GND WITNESSES REPORTED THAT DURING THE TAKEOFF ROLL, THE NOSE GEAR COLLAPSED, FOLLOWED BY THE MAIN LANDING GEARS. POST-ACCIDENT INVESTIGATION DISCLOSED THE LANDING GEAR CONTROL HANDLE WAS IN THE DOWN POSITION. ALL OF THE LANDING GEAR RETRACTION/EXTENSION PUSH PULL TUBES REMAINED ATTACHED AT THEIR RESPECTIVE ATTACH FITTINGS. THE NOSE GEAR PUSH PULL TUBE AND ITS ATTACH BOLT WERE BENT TO THE LEFT. THE TRANSMISSION ASSY SEPARATED FROM ITS MOUNTING BRACKET AND WAS FOUND ON THE RETRACTED POSITION. THE LND GEAR MOTOR OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 1386

8/14/85

HOLLISTER, CA

A/C Reg. No. N7982Y

Time (Lcl) - 1345 PDT

-----  
Occurrence            COMPLETE GEAR COLLAPSED  
Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)

1. ELECTRICAL SYSTEM, ELECTRIC MOTOR - ENGAGED

-----  
----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. - 1219      9/20/85      MAMMOTH LAKES, CA      A/C Reg. No. N7208N      Time (Lc1) - 1000 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 -DESCENT					

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

Make/Model - CESSNA 182P	Eng Make/Model - CONTINENTAL D-470-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAN DIEGO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MAMMOTH LAKES
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 738
SE LAND	Months Since - 3	Make/Model- 738
	Aircraft Type - C-182	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 54

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THE AFCT'S THROTTLE STUCK IN THE FULL POWER POSITION. HE SHUT THE ENGINE DOWN USING THE MIXTURE CONTROL, BUT MISJUDGED HIS ALTITUDE, STALLED THE AIRCRAFT & CRASHED SHORT OF THE RUNWAY. THE CONDITION OF THE WRECKAGE PRECLUDED DETERMINATION OF THE PRE-ACCIDENT CONDITION OF THE THROTTLE ASSEMBLY.

Brief of Accident (Continued)

File No. - 1219

9/20/85

MAMMOTH LAKES, CA

A/C Reg. No. N7208N

Time (Lcl) - 1000 PDT

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

Finding(s)  
1. THROTTLE/POWER LEVER - MOVEMENT RESTRICTED  
2. THROTTLE/POWER LEVER - UNDETERMINED  
-----

Occurrence #2      UNDERSHOOT  
Phase of Operation      APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)  
3. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND  
4. MIXTURE - PREMATURE - PILOT IN COMMAND  
-----

Occurrence #3      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)  
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND  
-----

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1227      10/06/85      PORTERVILLE, CA      A/C Reg. No. N23RL      Time (Lc1) - 1000 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  
0  
0

Minor  
0  
0

None  
1  
0

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

Make/Model      - LESLIE QUICKIE II  
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      - 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- 180/005 KTS

Visibility      - 15.0 SM

Lowest Sky/Clouds      - 3600 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

PORTERVILLE

Runway Ident      - 12

Runway Lth/Wid      - 6000

Runway Surface      - ASPHALT

Runway Status      - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 35

Biennial Flight Review

Current      - YES

Months Since      - 3

Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 378

Make/Model- 1

Instrument- 53

Multi-Eng - 12

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 3

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT RECEIVED SUBSTANTIAL DAMAGE DURING A LANDING AT PORTERVILLE WHILE ON A LOCAL PLEASURE FLT. ACCORDING TO THE PLT, HE BOUNCED THE ACFT SEVERAL TIMES AND IT BEGAN TO PORPOISE. DURING THE PORPOISE MOTION, THE PROPELLER AND LEFT CANARD CONTACTED THE RWY. THE PLT LOST CONTROL AND THE ACFT VEERED TO THE LEFT OF THE RWY. THE PLT REPORTED NO MECHANICAL FAILURES WITH THE ACFT PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1227

10/06/85

PORTERVILLE, CA

A/C Reg. No. N23RL

Time (Lc1) - 1000 PDT

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

Finding(s)

1. FLARE - UNCONTROLLED - PILOT IN COMMAND
  2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1258      1/26/85      MARVEL,CO      A/C Reg. No. N6787F      Time (Lc1) - 1628 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries

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

Fire  
NONE

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

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

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

Eng Make/Model - CONTINENTAL O-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

Itinerary

Last Departure Point  
AZTEC,NM  
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

Wind Dir/Speed- 280/005 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - 1500 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

ATC/Airspace

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

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

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

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

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

Total	- 290	Last 24 Hrs	- 2
Make/Model-	270	Last 30 Days-	UNK/NR
Instrument-	10	Last 90 Days-	30
Multi-Eng	- 20	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A WITNESS REPORTED SEEING THE ACFT ENTER A DIVE AND LEVEL OFF APRX 10-15 FT AGL. THE ACFT CONTINUED FLT CLOSE TO THE GROUND FOR APRX 1/2 MILE, THE WITNESS STATED, BEFORE A NEAR VERTICAL CLIMB WAS ENTERED UNTIL THE ACFT STALLED. RECOVERY FROM THE STALL WAS NOT MADE AND THE ACFT IMPACTED OPEN TERRAIN. NO MECHANICAL OR PHYSICAL PROBLEMS WERE DISCOVERED DURING THE INVESTIGATION WHICH WOULD HAVE CONTRIBUTED TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1258

1/26/85

MARVEL,CO

A/C Reg. No. N6787F

Time (Lcl) - 1628 MST

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

Finding(s)

1. BUZZING - INTENTIONAL - PILOT IN COMMAND
  2. PULL-UP - EXCESSIVE - PILOT IN COMMAND
  3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  4. REMEDIAL ACTION - 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) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1254      4/13/85      ERIE, CO      A/C Reg. No. NONE      Time (Lc1) - 1103 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
NONE

Crew  
Pass

Fatal  
2  
0

Injuries  
Serious      Minor  
0              0  
0              0

None  
0  
0

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

Make/Model - ULTRALIGHT FLIGHT PHANTOM II  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 720  
No. of Seats - 2

Eng Make/Model - ROTAX 503 2-CYCLE  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 46 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 130/006 KTS

Visibility - 75.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - UNK/NR

Itinerary

Last Departure Point

ERIE AIRPARK, CO

Destination

SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 42

Biennial Flight Review

Current - YES

Months Since - 24

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ULTRALIGHT DESCENDED UNCONTROLLED TO GROUND IMPACT FOLLOWING A FAILURE OF THE OUTBOARD FORWARD WING SUPPORT CABLE/SWAGE. WITNESSES REPORTED THE ULTRALIGHT TURNED FROM NORTH TO SOUTH AND UPON LEVELING OUT, THE LEFT WING SNAPPED UPWARD, THE RIGHT WING COLLAPSED AND THE ULTRALIGHT ENTERED A DIVING TURN TO THE GROUND. POST ACCIDENT TESTS DISCLOSED ALL 4 CABLE ASS'Y WERE MANUFACTURED WITH THE NICROPRESS OVAL M SLEEVE BUT WERE SWAGED WITH THE WRONG SWAGING TOOL (SLIGHTLY LARGER) FOR THE OVAL P. THE CABLE SHOWED EVIDENCE OF FAILURE AT THE NICROPRESS SWAGED CONNECTIONS. TENSILE TESTS REVEALED THE IMPROPERLY SWAGED CONNECTIONS FAILED PREMATURELY DUE TO SLIPPAGE AT THE CONNECTIONS.

Brief of Accident (Continued)

File No. - 1254

4/13/85

ERIE, CO

A/C Reg. No. NONE

Time (Lc1) - 1103 MST

---

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

Finding(s)

1. WING, BRACING WIRE - FATIGUE
  2. MAINTENANCE, INSTALLATION - IMPROPER - PILOT IN COMMAND
  3. WING - BUCKLED
- 

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

---

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1395      6/08/85      GARDNER,CO      A/C Reg. No. N4871X      Time (Lcl) - 1730 MDT

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

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

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

Make/Model - AYRES S2R-600	Eng Make/Model - PRATT&WHITNEY R-1340-AN-1	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES	
Max Gross Wt - 2157	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 600 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GARDNER,CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 110/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 7000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 25000 FT BROKEN	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)
COMMERCIAL	Current - YES	Total - 6712
SE LAND,ME LAND,SE SEA	Months Since - 2	Last 24 Hrs - 4
	Aircraft Type - A23	Make/Model- 39
		Last 30 Days- UNK/NR
		Instrument- 1648
		Last 90 Days- 82
		Multi-Eng - 4149

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AG-ACFT STALLED & CRASHED DURING AN AG OPERATION IN HIGH DENSITY ALT. THE MOUNTAINOUS TERRAIN AND DOWNDRAFTS CONTRIBUTED TO THE OVERALL EFFECT OF DISSIPATING THE CLEARANCE BETWEEN THE ACFT & THE UNDULATING TERRAIN.

Brief of Accident (Continued)

File No. - 1395

6/08/85

GARDNER, CO

A/C Reg. No. N4871X

Time (Lc1) - 1730 MDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  2. STALL - INADVERTENT - PILOT IN COMMAND
  3. WEATHER CONDITION - DOWNDRAFT
  4. AIRSPEED(VS) - BELOW - PILOT IN COMMAND
  5. ALTITUDE - INADEQUATE - PILOT IN COMMAND
  6. PERFORMANCE DATA - NOT FOLLOWED - PILOT IN COMMAND
- 

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

Finding(s)

7. TERRAIN CONDITION - GROUND
  8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
- 

----Probable Cause----

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

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. - 1367

7/06/85

TELLURIDE, CO

A/C Reg. No. N9837H

Time (Lcl) - 1100 MDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage  
DESTROYED

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
0  
0

Minor  
1  
0

None  
0  
2

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

Make/Model - CESSNA 182-R  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 3100  
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 - 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 - HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
MONTROSE, CO  
Destination  
LOCAL

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)  
PRIVATE  
SE LAND

Age - 32  
Biennial Flight Review  
Current - YES  
Months Since - 2  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)  
Total - 93  
Make/Model - 16  
Instrument - 2  
Multi-Eng - UNK/NR  
Last 24 Hrs - 2  
Last 30 Days - UNK/NR  
Last 90 Days - 35  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID THAT HE MANEUVERED THE NEAR MAX GWT ACFT IN CLOSE PROXIMITY TO A SKI SLOPE AND "I DIDN'T LEAVE MYSELF AN EXIT." THE PLT THEN APPLIED FULL POWER IN AN ATTEMPT TO OUTCLIMB THE RISING TERRAIN BUT IMPACTED A KNOLL. DENSITY ALTITUDE WAS COMPUTED TO BE 12,120 FT MSL. THE PERFORMANCE CHARTS INDICATE THAT THE ACFT WILL CLIMB AT ABOUT 265 FPM AND THE ENGINE WILL DEVELOP NO MORE THAN 69% OF ITS RATED (230 BHP) POWER.

Brief of Accident (Continued)

File No. - 1367

7/06/85

TELLURIDE,CO

A/C Reg. No. N9837H

Time (Lcl) - 1100 MDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  3. IMPROPER DECISION,TOTAL - PILOT IN COMMAND
  4. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
  5. JUDGEMENT - POOR - PILOT IN COMMAND
  6. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - EXCEEDED
  7. PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND
- 

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

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

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. - 1271      7/12/85      KIDWA, CO      A/C Reg. No. N3030Z      Time (Lc1) - 1858 MDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ENGLEWOOD, CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 190/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 8000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 355
SE LAND	Months Since - 8	Make/Model- 1
	Aircraft Type - C-172	Instrument- 36
		Multi-Eng - 12
		Last 24 Hrs - UNK/NR
		Last 30 Days- 2
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A TELEPHONE WIRE AND CRASHED. THE PLT ADMITTED HE HAD BEEN FLYING OVER A BOY SCOUT RANCH AT 7500 FT MSL (ABOUT 500 FT AGL). HE COULD NOT RECALL ANY OTHER DETAILS. ONE WITNESS SAID HE SAW THE ACFT CROSS IN FRONT OF HIS PICKUP TRUCK AT ABOUT 100 FT AGL AND IT APPEARED TO HIM THAT THE PLT "WIG-WAGGED HIS WINGS".

Brief of Accident (Continued)

File No. - 1271

7/12/85 KIOWA, CO

A/C Reg. No. N3030Z

Time (Lcl) - 1858 MDT

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

Finding(s)

1. OBJECT - WIRE, STATIC
2. BUZZING - PERFORMED - PILOT IN COMMAND
3. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND

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

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

Finding(s)

4. TERRAIN CONDITION - OPEN FIELD

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1285      7/25/85      BUENA VISTA, CO      A/C Reg. No. N6039S      Time (Lc1) - 1000 MDT

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

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

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

Make/Model - BEECHCRAFT 58P	Eng Make/Model - CONTINENTAL TS10-520-L1B	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 325 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	HOUSTON, TX	BUENA VISTA MUNICIPAL
Wind Dir/Speed- 320/006 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 9000/ 150
Lowest Sky/Clouds - 3000 FT	Type of Clearance - NONE	Runway Surface - MACADAM
Lowest Ceiling - 3000 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 - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3470
ME LAND	Months Since - 13	Make/Model- UNK/NR
	Aircraft Type - C-402	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 59
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LEFT ENGINE FAILED DURING TAKEOFF AT AN ALTITUDE OF ABOUT 40 FT AGL. DURING THE FORCED LANDING, THE PLT USED INCORRECT EMERGENCY PROCEDURES AND FAILED TO MAINTAIN LATERAL AND DIRECTIONAL CONTROL OF THE ACFT. INSPECTION OF THE ACFT REVEALED A DISINTEGRATED LEFT ENG INDUCTION AIR FILTER HAD BLOCKED THE AIR BOX OUTLET, A MISALIGNED AIR BOX PREVENTED ACTUATION OF THE ALTERNATE AIR SOURCE DOOR AND A BOGUS GASKET HAD BEEN INSTALLED BETWEEN THE AIR BOX FLANGE ATTACHMENT AND THE FIREWALL.

Brief of Accident (Continued)

File No. - 1285

7/25/85

BUENA VISTA, CO

A/C Reg. No. N6039S

Time (Lc1) - 1000 MDT

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

Finding(s)

1. INDUCTION AIR CONTROL - BLOCKED(PARTIAL)
2. INDUCTION AIR CONTROL - INOPERATIVE
3. MAINTENANCE, COMPLIANCE WITH AD - NOT PERFORMED - OTHER MAINTENANCE PSNL
4. MAINTENANCE, ALIGNMENT - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY  
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND  
6. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

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

Finding(s)

7. WING, WINGTIP - SEPARATION
8. PROPELLER SYSTEM/ACCESSORIES, BLADE - BENT
9. FUSELAGE, SKIN - BUCKLED

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1295      7/26/85      GREYSTONE,CO      A/C Reg. No. N9675G      Time (Lcl) - 1030 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
0  
0

Minor  
0  
0

None  
1  
2

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

Make/Model      - CESSNA U206  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 3300  
No. of Seats      - 6

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

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

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

Weather Data

Wx Briefing      - FSS  
Method      - ACFT RADIO  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- 180/010 KTS  
Visibility      - 50.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
VERNAL,UT

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,CFI  
SE LAND,ME LAND

Age - 35  
Biennial Flight Review  
Current      - YES  
Months Since      - 13  
Aircraft Type      - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)  
Total      - 1550  
Make/Model- 100  
Instrument- 160  
Multi-Eng - 450  
Last 24 Hrs - UNK/NR  
Last 30 Days- 25  
Last 90 Days- 80  
Rotorcraft - 13

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT LOST CONTROL OF THE ACFT DURING AN ATTEMPTED TAKEOFF FROM A 7000 FT GRAVEL ROAD. THE TAKEOFF WAS BEING MADE TO THE NORTH-NORTHEAST AND THE PLT REPORTED WINDS WERE FROM 180 DEGS AT 10 KTS GUSTING TO 15 KTS. THE ACFT VEERED LEFT, CONTACTED A TREE AND NOSED OVER. IT IS UNCLEAR WHO WAS PIC OF THE ACFT AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1295

7/26/85

GREYSTONE, CO

A/C Reg. No. N9675G

Time (Lcl) - 1030 MDT

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

Finding(s)

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

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

Finding(s)

4. OBJECT - TREE(S)
- 

Occurrence #3        NOSE OVER  
Phase of Operation    OTHER

-----

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1239      4/05/85      EAST HADDAM, CT      A/C Reg. No. N3082V      Time (Lcl) - 1315 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 -DESCENT					

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

Make/Model - BEECH B-35	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 - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DANBURY, CT	GOODSPEED
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2118/ 50
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 - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 650
SE LAND	Months Since - 21	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 230
		Instrument- 150
		Multi-Eng - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT STALLED AND CONTACTED SANDY TERRAIN APRX 50 FT FROM THE RWY THRESHOLD. THE PLT REPORTED THE CABIN DOOR OPENED DURING TAKEOFF AND HE CIRCLED THE TRAFFIC PATTERN TO LAND AND CLOSE THE DOOR. HE STATED AN AIRSPEED OF 100 KTS WAS OBSERVED ON A 1 MILE FINAL AT WHICH TIME THE THROTTLE WAS REDUCED. (NORMAL APCH SPEED IS 80 KTS.) SHORTLY THEREAFTER, THE AIRSPEED WAS NOTED BETWEEN 90-95 KTS AT WHICH TIME THE PLT ALSO NOTICED A NOSE HIGH ATTITUDE AND A "SLUGGISHNESS" IN THE CONTROLS. THE DESCENT WAS CONTINUED AT 85 KTS UNTIL 200 YRDS FROM THE THRESHOLD WHERE FULL FLAPS WERE APPLIED. APRX 100 FT FROM THE RWY, POWER WAS REDUCED TO IDLE AND THE ACFT STALLED.

Brief of Accident (Continued)

File No. - 1239

4/05/85

EAST HADDAM, CT

A/C Reg. No. N3082V

Time (Lc1) - 1315 EST

-----  
Occurrence #1            MISCELLANEOUS/OTHER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. DOOR, PASSENGER - OPEN
  2. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
  3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. AIRSPEED - IMPROPER - PILOT IN COMMAND
  5. STALL - INADVERTENT - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1382      5/18/85      ELLINGTON, CT      A/C Reg. No. N300UM      Time (Lcl) - 2315 EDT

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

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

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

Make/Model	- PIPER PA-32R-301	Eng Make/Model	- LYCOMING IO-540-K1G5D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 300 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	WESTFIELD, MA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	ELLINGTON
Wind Dir/Speed	- 270/012 KTS	ATC/Airspace	Runway Ident
Visibility	- 25.0 SM	Type of Flight Plan	- 01
Lowest Sky/Clouds	- 3500 FT SCATTERED	Type of Clearance	- 1800/ 50
Lowest Ceiling	- 2000 FT BROKEN	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
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, CFI	Current - YES	Total - 905	Last 24 Hrs - 6
SE LAND, ME LAND	Months Since - 1	Make/Model - 52	Last 30 Days - 0
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 113	Last 90 Days - 218
		Multi-Eng - 65	Rotorcraft - 80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A STUMP DURING A LANDING ATTEMPT AT ELLINGTON ARPT. THE ACFT HAD TOUCHED DWN ABOUT 25 FT SHORT OF THE RWY. THE LEFT AILERON WAS DAMAGED BUT THE ACFT MADE A GO-AROUND & RETURNED TO WESTOVER AIR BASE & LANDED. ACCORDING TO THE PLT, WINDSHEAR WAS ENCOUNTERED DURING THE APPROACH.

Brief of Accident (Continued)

File No. - 1382

5/18/85

ELLINGTON,CT

A/C Reg. No. N300UM

Time (Lc1) - 2315 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
2. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

3. WEATHER CONDITION - WINDSHEAR
4. OBJECT - RUNWAY LIGHT
5. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
6. LANDING GEAR, MAIN GEAR - DISABLED

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1363      6/02/85      JACKSONVILLE, FL      A/C Reg. No. N3TE      Time (Lcl) - 1430 EDT

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

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

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

Make/Model - CENTRAIR PEGASE 101A	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - N/A	Stall Warning System - UNK/NR
Max Gross Wt - 1003	Engine Type - UNK/NR	
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	HURLONG
Wind Dir/Speed- 120/007 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 69	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 30000
SE LAND, ME LAND, SE SEA	Months Since - 11	Make/Model- 4
GLIDER	Aircraft Type - UNK/NR	Instrument- 8000
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 1
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT ON INITIAL CLIMB, REALIZING HE HAD NO ELEVATOR CONTROL, RELEASED THE TOW ROPE THAN DEPLOYED THE SPOILERS AND COLLIDED WITH THE GROUND. POST CRASH EXAMINATION OF THE WRECKAGE REVEALED THE ELVATOR CABLE WAS NOT CONNECTED.

Brief of Accident (Continued)

File No. - 1363

6/02/85

JACKSONVILLE, FL

A/C Reg. No. N3TE

Time (Lc1) - 1430 EDT

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

Finding(s)

1. FLIGHT CONTROL, ELEVATOR - DISCONNECTED
2. PREFLIGHT PLANNING/PREPARATION - NOT UNDERSTOOD - PILOT IN COMMAND
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
4. CHECKLIST - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - UNCONTROLLED

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1364      6/08/85      ST.PETERSBURG,FL      A/C Reg. No. N8657F      Time (Lcl) - 1045 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

Crew

Pass

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

Make/Model - HUGHES 269-C

Landing Gear - SKID

Max Gross Wt - 2050

No. of Seats - 3

Eng Make/Model - AVCO LYCOMING H10-360

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 190 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- 120/006 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 1000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ST. PETERSBURG,FL

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

ALBERT WHITTED

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

HELICOPTER

Age - 36

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2360

Make/Model- 103

Instrument- 221

Multi-Eng - 160

Last 24 Hrs - 24

Last 30 Days- UNK/NR

Last 90 Days- 150

Rotorcraft - 1000

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE HELICOPTER WAS LANDING AFTER A TRAINING FLIGHT WITH AN INSTRUCTOR PILOT AND A NON-RATED-NON-CERTIFICATED STUDENT PILOT ON BOARD. AS THE HELICOPTER TOUCHED DOWN A SEVERE RESONANT VIBRATION STARTED. THE INSTRUCTOR STATED THAT HE ATTEMPTED TO LIFT OFF THE GROUND BUT THE COLLECTIVE INPUT GAVE NO RESPONSE. THE CLUTCH PULLEY BRACKET WAS FOUND FAILED DUE TO OVERLOAD. WITNESSES DESCRIBED THE VIBRATION AS TYPICAL OF GROUND RESONANCE.

Brief of Accident (Continued)

File No. - 1364

6/08/85

ST.PETERSBURG,FL

A/C Reg. No. N8657F

Time (Lcl) - 1045 EDT

---

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

Finding(s)

1. LANDING GEAR,SKID ASSEMBLY - FAILURE,TOTAL
  2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  3. ROTOR DRIVE SYSTEM,CLUTCH ASSEMBLY - FAILURE,TOTAL
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1291      6/14/85      WEST PALM BEACH, FL      A/C Reg. No. N156L      Time (Lc1) - 1440 EDT

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

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-AIR COASTAL HELICOPTER, IN	DESTROYED						
Type of Operation	-NON SCHED, DOMESTIC, MAIL ONLY	Fire						
Flight Conducted Under	-14 CFR 135	NONE						
Accident Occurred During	-HOVER							
			Crew	Fatal	Serious	Minor	None	
			Pass	0	0	0	0	
			Other	0	0	1	0	

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

Make/Model	- BELL 206B	Eng Make/Model	- ALLISON C-20B	ELT Installed/Activated	- YES/YES
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3200	Engine Type	- TURBOPROP		
No. of Seats	- 5	Rated Power	- 400 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	UNK/NR	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 140/006 KTS	Runway Ident	- N/A
Visibility	- 7.0 SM	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 2500 FT SCATTERED	Runway Surface	- N/A
Lowest Ceiling	- 25000 FT OVERCAST	Runway Status	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 4302	Last 24 Hrs - 1
SE LAND, ME LAND	Months Since - 1	Make/Model - 400	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 787	Last 90 Days - 107
		Multi-Eng - 2829	Rotorcraft - 400

Instrument Rating(s) - AIRPLANE

-----Narrative-----

TWO HELICOPTERS HAD JUST COMPLETED A MAIL DELIVERY OPERATION AS A FLT OF TWO. N159L HAD LANDED AND THE PLT LEFT THE ENG RUNNING SO AS TO LET THE ENG OPERATING TEMP STABILIZE. N156L APPROACHED IN A GROUND HOVER & COLLIDED WITH N159L. THE TWO PLT'S RECEIVED MINOR INJURIES. THE PLT OF N156L STATED A GUST OF WIND BLEW HIM INTO N159L. THE WINDS AT THE TIME OF THE ACCIDENT WERE FROM 140 DEGS AT 6 KTS WITH NO GUSTS REPORTED.

Brief of Accident (Continued)

File No. - 1291

6/14/85

WEST PALM BEACH, FL

A/C Reg. No. N156L

Time (Lcl) - 1440 EDT

---

Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    HOVER

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  2. AIRCRAFT HANDLING - POOR - PILOT IN COMMAND
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1291      6/14/85      WEST PALM BEACH, FL      A/C Reg. No. N159L      Time (Lcl) - 1440 EDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-AIR COASTAL HELICOPTERS, I	SUBSTANTIAL						
Type of Operation	-NON SCHED, DOMESTIC, MAIL ONLY	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	1	0	
Accident Occurred During	-STANDING		Other	0	0	1	0	

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

Make/Model	- BELL 206B	Eng Make/Model	- ALLISON C-20B	ELT Installed/Activated	- YES/YES
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3200	Engine Type	- TURBOPROP		
No. of Seats	- 5	Rated Power	- 400 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	
Method	- N/A	BOCA RATON, FL	
Completeness	- N/A	Destination	
Basic Weather	- VMC	WEST PALM BCH, FL	
Wind Dir/Speed	- 140/006 KTS	Runway Ident	- N/A
Visibility	- 7.0 SM	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 2500 FT SCATTERED	Runway Surface	- N/A
Lowest Ceiling	- 25000 FT OVERCAST	Runway Status	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1180	Last 24 Hrs - 1
SE LAND	Months Since - 18	Make/Model - 918	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 16	Last 90 Days - 70
		Multi-Eng - UNK/NR	Rotorcraft - 919
Instrument Rating(s)	- NONE		

-----Narrative-----

TWO HELICOPTERS HAD JUST COMPLETED A MAIL DELIVERY OPERATION AS A FLT OF TWO. N159L HAD LANDED AND THE PLT LEFT THE ENG RUNNING SO AS TO LET THE ENG OPERTING TEMP STABILIZE. N156L APPROACHED IN A GROUND HOVER AND COLLIDED WITH N159L. THE TWO PLTS RECEIVED MINOR INJURIES. THE PLT OF N156L STATED A GUST OF WIND BLEW HIM INTO N159L. THE WINDS AT THE TIME OF THE ACCIDENT WERE FROM 140 DEGS AT 6 KTS WITH NO GUSTS REPORTED.

Brief of Accident (Continued)

File No. - 1291

6/14/85

WEST PALM BEACH, FL

A/C Reg. No. N159L

Time (Lc1) - 1440 EDT

-----  
Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    STANDING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT OF OTHER AIRCRAFT
2. AIRCRAFT HANDLING - POOR - 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. - 1263      6/15/85      STUART, FL

A/C Reg. No. N988E

Time (Lcl) - 1333 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Fatal

2

Crew

Pass

0

Injuries

Serious

0

Minor

0

None

0

0

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

Make/Model    - NORTH AMERICAN SNJ-5  
Landing Gear   - TAILWHEEL-RETRACTABLE MAINS  
Max Gross Wt   - 5300  
No. of Seats    - 2

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

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

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

Weather Data

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

Basic Weather   - VMC

Wind Dir/Speed - 180/012 KTS

Visibility      - 7.0 SM

Lowest Sky/Clouds - 2000 FT SCATTERED

Lowest Ceiling   - 8000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation    - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

STUART, FL

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance   - NONE

Type Apch/Lndg      - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A

Runway Lth/Wid    - N/A

Runway Surface    - N/A

Runway Status     - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP, CFI

SE LAND, ME LAND

HELICOPTER

Age - 53

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - PA-44

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 8000

Make/Model - 2000

Instrument - UNK/NR

Multi-Eng - 3019

Last 24 Hrs - UNK/NR

Last 30 Days - UNK/NR

Last 90 Days - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS OBSERVED BY WITNESSES FLYING SLOW AT AN ESTIMATED ALT OF 700 FT. THE ACFT WAS OBSERVED TO STALL, ENTER AN OVER THE TOP SPIN WHICH IMMEDIATELY EVOLVED INTO AN UPRIGHT SPIN. RECOVERY WAS NOT EXECUTED PRIOR TO THE ACFT CRASHING INTO THE OCEAN. PURPOSE OF THE FLT WAS TO FAMILIARIZE THE PLT WITH FLYING THE SNJ-5. IT WAS NOT DETERMINED WHO WAS FLYING THE ACFT WHEN THE ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 1263

6/15/85

STUART, FL

A/C Reg. No. N988E

Time (Lc1) - 1333 EDT

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED -
2. PROPER ALTITUDE - NOT MAINTAINED -
3. STALL/SPIN - INADVERTENT -
4. REMEDIAL ACTION - NOT PERFORMED -

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) 1,2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1346      9/10/85      BASCOM, FL      A/C Reg. No. N9742G      Time (Lcl) - 1130 CDT

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

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

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

Make/Model - CESSNA A188B	Eng Make/Model - CONTINENTAL 10-520-D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3333	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	UNK/NR
Method - N/A	MALONE, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MALONE, FL	Runway Ident - N/A
Wind Dir/Speed- 340/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 2500 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 - 22	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1160
SE LAND	Months Since - 16	Last 24 Hrs - 3
	Aircraft Type - 210	Make/Model- 370
		Instrument- 1
		Last 30 Days- 34
		Last 90 Days- 105

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A PECAN TREE DURING A SPRAY OPERATION THE PLT SAID HE SHOULD HAVE BEEN MORE ATTENTIVE TO THE OPERATION OF THE ACFT AND THE ENVIRONMENT.

Brief of Accident (Continued)

File No. - 1346

9/10/85

BASCOM, FL

A/C Reg. No. N9742G

Time (Lc1) - 1130 CDT

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

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1264      5/18/85      MILLEDGEVILLE,GA      A/C Reg. No. N8289H      Time (Lc1) - 0851 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor  
1      0  
1      0

None  
0  
0

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

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

Eng Make/Model - LYCOMING O-320-D36  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 350/010 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
WEST PALM BCH,FL  
Destination  
ROCKWOOD,TN

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 28  
Biennial Flight Review  
Current      - YES  
Months Since      - 6  
Aircraft Type - PA-28

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

Total      - 157      Last 24 Hrs - 5  
Make/Model- 47      Last 30 Days- 18  
Instrument- 8      Last 90 Days- 48

Instrument Rating(s) - NONE

-----Narrative-----

ACFT LEFT HOME AIRPORT AT 0400. FLT PLAN LEFT WITH FBO INDICATED 6 HOURS TO DESTINATION, NO EN ROUTE STOPS, AND 4+30 HOURS FUEL ON BOARD. FUEL CONSUMPTION CALCULATED, 4+36 HOURS ENDURANCE AVAILABLE. ACFT FLEW 4+47 HOURS. THE PILOT TOLD APPROACH CONTROL ACFT WAS FLYING ON FLUMES ABOUT 10 MINUTES PRIOR TO THE ACCIDENT. NO FUEL WAS FOUND IN THE ACFT NOR SPILLED ON THE GROUND.

Brief of Accident (Continued)

File No. - 1264

5/18/85

MILLEDGEVILLE,GA

A/C Reg. No. N8289H

Time (Lc1) - 0851 EDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
  2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
- 

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

Finding(s)

4. OBJECT - WIRE,TRANSMISSION
- 

Occurrence #3        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    DESCENT - EMERGENCY

-----

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

-----

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1259      5/19/85      ATLANTA,GA      A/C Reg. No. N903FB      Time (Lcl) - 2135 EDT

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage				
Name of Carrier -BASIL AIRCRAFT SERVICES.	SUBSTANTIAL				
Type of Operation -SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	Injuries	
Flight Conducted Under -14 CFR 135	NONE	Pass	0	Serious	Minor
Accident Occurred During -TAXI			0	0	0
					2
					5

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

Make/Model - EMBRAER EMB-110-P1	Eng Make/Model - P&W PT-6A-34	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 13007	Engine Type - TURBOPROP	
No. of Seats - 19	Rated Power - 750 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - TELETYPE	JOHNSON CITY,TN	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	ATLANTA,GA	HARTSFIELD ATLANTA INT'L
Wind Dir/Speed- 310/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT THIN OVC	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 4000
SE LAND,ME LAND,SE SEA	Months Since - 6	Make/Model- 800
	Aircraft Type - EMB-110	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ON FINAL APCH WHEN THE CIRCUIT BREAKER CAUTION LIGHT ILLUMINATED. THE PIC FAILED TO VERIFY WHICH CB TRIPPED AND ASSUMED IT WAS THE GEAR CONTROL CB. PIC THEN ACTIVATED EMERG HYDRAULIC SYS AND MANUALLY LOWERED THE GEAR. AFTER LANDING THE HYDRAULIC SELECTOR WAS LEFT IN THE EMERG POSITION WHICH RESULTED IN THE TOE BRAKES HAVING ONLY NORMAL ACCUMULATOR PRESSURE. NORMAL ACCUMULATOR PRESSURE WAS DEPLETED AND THE ACFT COLLIDED WITH A PARKED ACFT ON THE RAMP. THE PIC FAILED TO APPLY PARKING BRAKE EVEN THOUGH THE PARKING BRAKE EMERG ECCUMULATOR HAD SUFFICIENT HYDRAULIC PRESSURE. THE INITIAL TRIPPED CB WAS FOR THE LANDING GEAR WARNING SYS AND NOT THE GEAR CONTROL.

Brief of Accident (Continued)

File No. - 1259

5/19/85

ATLANTA, GA

A/C Reg. No. N903FB

Time (Lc1) - 2135 EDT

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

Finding(s)

1. LANDING GEAR, GEAR WARNING SYSTEM - ENGAGED
2. ELECTRICAL SYSTEM, CIRCUIT BREAKER - POPPED/TRIPPED
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. CHECKLIST - NOT USED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND
6. EMERGENCY PROCEDURE - IMPROPER USE OF - PILOT IN COMMAND
7. GEAR EXTENSION - SELECTED - PILOT IN COMMAND

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

Finding(s)

8. OBJECT - AIRCRAFT PARKED
9. BRAKES(EMERGENCY) - NOT USED - PILOT IN COMMAND

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

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

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. - 1218      5/30/85      ST. MARYS,GA      A/C Reg. No. N21211      Time (Lcl) - 1745 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

DESTROYED

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

1

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

Make/Model    - CESSNA 182  
Landing Gear   - TRICYCLE-FIXED  
Max Gross Wt   - 2950  
No. of Seats   - 4

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

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

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

Weather Data

Wx Briefing    - FSS  
Method          - ACFT RADIO  
Completeness   - UNK/NR  
Basic Weather   - VMC  
Wind Dir/Speed- 150/013 KTS  
Visibility      - 6.0 SM  
Lowest Sky/Clouds - UNK/NR SCATTERED  
Lowest Ceiling   - NONE  
Obstructions to Vision- NONE  
Precipitation    - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ST. MARYS,GA  
Destination  
CUMBERLAND IS.,GA

ATC/Airspace

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

Airport Proximity  
ON AIRSTRIP

Airport Data

CUMBERLAND ISLAND  
Runway Ident    - 13  
Runway Lth/Wid - 2000  
Runway Surface   - GRASS/TURF  
Runway Status    - DRY

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

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

Age - 49  
Biennial Flight Review  
Current        - YES  
Months Since   - 23  
Aircraft Type - UNK/NR

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

Total        - 1328      Last 24 Hrs - 1  
Make/Model-   606      Last 30 Days- UNK/NR  
Instrument-    465      Last 90 Days- 20  
Multi-Eng - 8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE ESTABLISHED A NORMAL APCH OVER THE TREES TO THE 2000 FT DRY SOD RWY. AFTER CLEARING THE TREES, A HIGH SINK RATE DEVELOPED WHICH WAS NOT ARRESTED UNTIL THE ACFT IMPACTED THE RWY ON ALL THREE WHEELS, SLID 66 FT, THEN NOSED OVER. THE PLT STATED THAT WIND SHEAR OR TURBULENCE MAY BEEN A MAJOR FACTOR IN THIS ACCIDENT. THE WINDS WERE ALIGNED WITHIN 10 DEGS OF THE RWY ALIGNMENT AT 12 KNOTS. NO WIND GUSTS WERE REPORTED.

Brief of Accident (Continued)

File No. - 1218

5/30/85

ST. MARYS,GA

A/C Reg. No. N21211

Time (Lc1) - 1745 EDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  2. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
- 

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

Finding(s)

3. FLARE - IMPROPER - PILOT IN COMMAND
- 

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - ROLL

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1222      8/02/85      ORCHARD HILL,GA      A/C Reg. No. N5773G      Time (Lcl) - 1330 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

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

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

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

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 140/003 KTS  
Visibility      - 5.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
GRIFFIN,GA  
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      - GRASS/TURF  
Runway Status      - DRY

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

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

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

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

Total	- 135	Last 24 Hrs	- 3
Make/Model-	135	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	17

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT SUFFERED A LOSS OF PWR DUE TO FUEL EXHAUSTION AND THE PLT MADE AN EMERGENCY LANDING IN A FLD. DURING LANDING ROLL THE ACFT COLLIDED WITH TREES AT THE END OF THE FLD. POST ACCIDENT EXAM OF THE ACFT REVEALED ONE GALLON OF FUEL IN THE RIGHT FUEL TANK AND THE LEFT FUEL TANK WAS EMPTY.

Brief of Accident (Continued)

File No. - 1222

8/02/85

ORCHARD HILL,GA

A/C Reg. No. N5773G

Time (Lc1) - 1330 EDT

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

Finding(s)

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

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

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) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1344      8/04/85      LEESBURG,GA      A/C Reg. No. N48562      Time (Lcl) - UNK/NR

-----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

Crew

Pass

NONE

0

0

0

0

0

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

Make/Model      - SCHWEIZER G-164B

Landing Gear      - TAILWHEEL-ALL FIXED

Max Gross Wt      - 4500

No. of Seats      - 1

Eng Make/Model      - P & W R-985-AN1

Number Engines      - 1

Engine Type      - RECIPROCATING-CARBURETOR

Rated Power      - 450 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- CALMABLE

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

LEESBURG,GA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A

Runway Lth/Wid      - N/A

Runway Surface      - DIRT

Runway Status      - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age      - 35

Biennial Flight Review

Current      - YES

Months Since      - 20

Aircraft Type      - UNK/NR

Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 4845

Make/Model- 1037

Instrument- 88

Last 24 Hrs      - 10

Last 30 Days- UNK/NR

Last 90 Days- 457

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE AIRCRAFT SUFFERED A LOSS OF POWER DUE TO WATER IN FUEL AND MADE AN EMERGENCY LANDING IN A FIELD. DURING LANDING ROLL THE AIRCRAFT COLLIDED WITH TREES AT THE END OF THE FIELD.

Brief of Accident (Continued)

File No. - 1344

8/04/85

LEESBURG,GA

A/C Reg. No. N48562

Time (Lc1) - UNK/NR

-----  
Occurrence #1            LOSS OF POWER  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)

1. FLUID,FUEL - CONTAMINATION
  2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  3. AIRCRAFT SERVICE - IMPROPER - OTHER MAINTENANCE PSNL
- 

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

-----

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

-----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1362      8/15/85      IRWINVILLE,GA      A/C Reg. No. N48515      Time (Lcl) - 1830 EDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

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

Make/Model - SCHEIZER G-164B

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 4500

No. of Seats - 1

Eng Make/Model - PRATT&WHITNEY R-985-AN1

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 450 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-

Visibility - 7.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

FITZGERALD,GA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 40

Biennial Flight Review

Current - NO

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 10715

Make/Model- 6800

Instrument- UNK/NR

Multi-Eng - 115

Last 24 Hrs - 6

Last 30 Days- UNK/NR

Last 90 Days- 210

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT REPORTEDLY SUFFERED A LOSS OF POWER DURING AERIAL APPLICATION. A FORCED LANDING WAS ATTEMPTED IN A FIELD AND COLLIDED WITH A TREE. THE CAUSE OF THE LOSS OF POWER WAS UNDETERMINED

Brief of Accident (Continued)

File No. - 1362

8/15/85

IRWINVILLE, GA

A/C Reg. No. N48515

Time (Lc1) - 1830 EDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)  
1. UNDETERMINED

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1387      6/09/85      CARLISLE,IA      A/C Reg. No. N33ET      Time (Lc1) - 1125 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
NONE

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

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

Make/Model	- E.T. MEREDITH III CHRISTEN EAGLE	Eng Make/Model	- LYCOMING IO-360-A1D	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1578	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 200 HP		

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

Weather Data  
Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 360/008 KTS  
Visibility      - 15.0      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  
DES MOINES,IA  
Destination  
LOCAL  
ATC/Airspace  
Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - UNK/NR

Airport Proximity  
OFF AIRPORT/STRIP

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

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

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

Age - 43  
Biennial Flight Review  
Current      - YES  
Months Since      - 6  
Aircraft Type      - 23/24

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 8900      Last 24 Hrs - 3  
Make/Model- 10      Last 30 Days- UNK/NR  
Instrument- UNK/NR      Last 90 Days- 75  
Multi-Eng - UNK/NR      Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AEROBATIC AIRPLANE HAD A TOTAL OF 23.6 FLIGHT HOURS AT THE TIME OF THIS ACCIDENT. THIS ACCIDENT PILOT HAD FLOWN 6.3 HOURS OF THAT TIME. THE AIRCRAFT LOG DID NOT INDICATE ANY SPIN PRACTICE BY THIS PILOT IN THIS AIRPLANE BUT DID INDICATE THREE FLIGHTS WITH SPINS BY ANOTHER PILOT. THIS ACCIDENT PRECEDED BY 20 MINUTES OF LOW ALTITUDE, HIGH SPEED FLIGHT AND AEROBATICS. PILOT APPEARED TO HAVE INITIATED A RIGHT SPIN AT 500 TO 1200 FEET AGL. SPIN CONTINUED TO IMPACT. ALTIMETER HAD NOT BEEN SET TO ZERO ALTITUDE BEFORE TAKEOFF.

Brief of Accident (Continued)

File No. - 1387

6/09/85

CARLISLE,IA

A/C Reg. No. N33ET

Time (Lc1) - 1125 CDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. AEROBATICS - INTENTIONAL - PILOT IN COMMAND
3. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - 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. - 1350      9/02/85      BOONE, IA      A/C Reg. No. N16LB      Time (Lcl) - 1130 CDT

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

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

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

Make/Model - GRUMMAN AA5	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LAPORTE CITY, IA	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	BOONE, IA	
Wind Dir/Speed- 150/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 1.500 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 - 800 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 375
SE LAND	Months Since - 13	Last 24 Hrs - 3
	Aircraft Type - AA5	Make/Model- 327
		Instrument- 1
		Last 30 Days- UNK/NR
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

AFTER DEPARTING LAPORTE CITY AIRPORT THE PLT OF THE ACFT PROCEEDED TO HIS DESTINATION AIRPORT DESPITE DETERIORATING WEATHER CONDITIONS AT THIS DESTINATION. THE PLT STATED HE SHOULD NOT HAVE PROCEEDED INTO POOR WEATHER CONDITIONS. WEATHER CONDITIONS AT THE AIRPORT AS REPORTED BY THE AIRPORT MANAGER WERE VISIBILITY LESS THAN 1/4 MILE IN FOG. AT THE TIME HE HEARD AND SAW THE ACFT. HE ALSO OBSERVED THE ACFT BANKED NEAR VERTICAL AS THE PLT ATTEMPTED TO MAKE A LANDING TO THE AIRPORT RUNWAY. THE ACFT WAS THEN OBSERVED DESCENDING UNTIL IMPACTING THE GROUND. THE PLT STATED HE DIDN'T REALIZE HE HAD STALLED THE ACFT.

Brief of Accident (Continued)

File No. - 1350

9/02/85

BOONE,IA

A/C Reg. No. N16LB

Time (Lc1) - 1130 CDT

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

Finding(s)

1. WEATHER CONDITION - FOG
  2. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
  3. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
- 

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

Finding(s)

4. PROPER DESCENT RATE - NOT ATTAINED - PILOT IN COMMAND
  5. STALL - INADVERTENT - PILOT IN COMMAND
  6. LEVEL OFF - NOT PERFORMED - PILOT IN COMMAND
- 

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

Finding(s)

7. TERRAIN CONDITION - GROUND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1310      9/30/85      COUNCIL BLUFFS, IA      A/C Reg. No. N1008E      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      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
0  
0

Minor  
1  
1

None  
0  
0

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

Make/Model - BELLANCA CITABRIA 7ECA  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1650  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C1  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 115 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 320/012 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - 6000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
COUNCIL BLUFFS, IA  
Destination  
STILLWATER, OK

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

UNKNOWN  
Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - GRASS/TURF  
Runway Status - WET

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

Pilot-In-Command

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

Age - 21

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 69  
Make/Model- 69  
Instrument- 0  
Last 24 Hrs - 4  
Last 30 Days- UNK/NR  
Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

ON CLIMBOUT FM THE COUNCIL BLUFFS AIRPORT THE PLT REPORTED A LOSS OF ENGINE POWER AND THE ENGINE QUITTING. THE PLT ATTEMPTED AN AIR RESTART BUT WAS TOO LOW TO THE GRND TO CONTINUE. THE PLT WEAVED IN AND OUT OF TREES DURING HIS DESCENT FINALLY IMPACTING THE UP-SLOPE OF HILLY TERRAIN. INSPECTION OF THE ACFT REVEALED WATER CONTAMINATED FUEL OF AN APPROXIMATE 50/50 RATIO. INSPECTION OF THE FUEL FACILITY SHOWED THE DISPENSING FUEL TRUCK PRIOR TO DISPENSING FUEL INTO THE ACFT. INSPECTION OF THE TRUCK REVEALED THE FUELING CAP ON THE TOP OF THE TANK WAS LEAKING ALLOWING INGESTION OF WATER INTO THE FUEL SUPPLY.

Brief of Accident (Continued)

File No. - 1310

9/30/85

COUNCIL BLUFFS, IA

A/C Reg. No. N1008E

Time (Lcl) - 1130 CDT

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

Finding(s)

1. FLUID,FUEL - CONTAMINATION
  2. FLUID,FUEL - WATER
  3. REFUELING - IMPROPER - AIRPORT PERSONNEL
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    TAKEOFF - INITIAL CLIMB

-----

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

Finding(s)

4. TERRAIN CONDITION - RISING
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1305      10/15/85      MONTICELLO, IA      A/C Reg. No. N4KE      Time (Lcl) - 1418 CDT

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

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

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

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

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

<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- 230/015 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point DES MOINES, IA</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>MINICIPAL</p> <p>Runway Ident - 31</p> <p>Runway Lth/Wid - 3500/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
---	--	---

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 38</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 12</p> <p>Aircraft Type - PA-32</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 308</p> <p>Make/Model- 125</p> <p>Instrument- 5</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 23</p> <p>Rotorcraft - UNK/NR</p>
---	--	--

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE KNEW THAT HE WOULD HAVE STRONG CROSS-WINDS FOR LANDING BUT WHEN HE WAS READY TO LAND, HE WAS UNABLE TO CORRECT FOR THEM. HE STARTED A GO-AROUND, HIT GUSTY WINDS THAT ROLLED HIM TO THE RIGHT AND WHEN THE AIRPLANE WOULD'NT CLIMB, THEY HIT A POWER-LINE WITH THE RIGHT TIP OR WHEELS.

Brief of Accident (Continued)

File No. - 1305

10/15/85

MONTICELLO, IA

A/C Reg. No. N4KE

Time (Lc1) - 1418 CDT

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

Finding(s)  
1. COMPENSATION FOR WIND CONDITIONS - NOT ATTAINED - PILOT IN COMMAND  
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND  
3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)  
4. OBJECT - WIRE, TRANSMISSION

-----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. - 1357      6/17/85      POCATELLO, ID      A/C Reg. No. N5695J      Time (Lcl) - 0645 MDT

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

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

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

Make/Model	- CESSNA 188A	Eng Make/Model	- CONTINENTAL IO-520-D	ELT Installed/Activated	- UNK/NR
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	AMERICAN FALLS, ID	
Completeness	Destination	Airport Data
Basic Weather	SAME AS ACC/INC	Runway Ident
Wind Dir/Speed	ATC/Airspace	- N/A
Visibility	Type of Flight Plan	Runway Lth/Wid
Lowest Sky/Clouds	- NONE	- N/A
Lowest Ceiling	Type of Clearance	Runway Surface
Obstructions to Vision	- NONE	- N/A
Precipitation	Type Apch/Lndg	Runway Status
Condition of Light	- FORCED LANDING	

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

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 1260	Last 24 Hrs - 4
SE LAND	Months Since - 15	Make/Model - 250	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 15	Last 90 Days - 200
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING AERIAL APPLICATION THE AIRCRAFTS ENGINE CEASED OPERATING. DURING ENGINE TEAR DOWN IT WAS DISCOVERED THAT THE ENGINE'S #2 CONNECTING ROD WAS BROKEN AND HAD COME THROUGH THE TOP OF THE CRANKCASE. RECOMMENDED OVERHAUL TIME IS 1200 HOURS. THIS ENGINE HAD A TOTAL TIME OF 2174 HOURS WITHOUT OVERHAUL.

Brief of Accident (Continued)

File No. - 1357

6/17/85

POCATELLO, ID

A/C Reg. No. N5695J

Time (Lcl) - 0645 MDT

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

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - WORN
  2. ENGINE ASSEMBLY,BEARING - WORN
  3. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
  4. ENGINE ASSEMBLY,CRANKCASE - PENETRATED
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

-----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1276

6/18/85

GIBBONSVILLE, ID

A/C Reg. No. N121A

Time (Lc1) - 1738 MDT

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

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

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

Make/Model	- MAULE M-6-235	Eng Make/Model	- LYCOMING IO-540-W1A5D	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2500	Engine Type	- RECIP-FUEL INJECTED		
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 - VMC  
Wind Dir/Speed - 320/003 KTS  
Visibility - 25.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision - NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SALMON, ID  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 46

Biennial Flight Review

Current - UNK/NR  
Months Since - 12  
Aircraft Type - M-6-235

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3555	Last 24 Hrs	- 4
Make/Model	- 605	Last 30 Days	- 82
Instrument	- 115	Last 90 Days	- 183
Multi-Eng	- 5		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT AND TWO PASSENGERS DEPARTED ON A 2 HR FLT FOR THE PURPOSE OF CONDUCTING AERIAL OBSERVATION OF MINE SITES. THE ACFT WAS OPERATING IN MOUNTAINOUS TERRAIN DURING HOT TEMP CONDITIONS RESULTING IN A HIGH DENSITY ALT. THERE WERE NO WITNESSES TO THE ACCIDENT. THE ACFT DESCENDED TO AND IMPACTED THE GROUND IN A NEAR VERITCAL ATTITUDE INDICATIVE OF THE INITIAL PHASE OF A STALL. THERE WAS NO EVIDENCE OF ANY AIRFRAME NOR POWERPLANT MALFUNCTION. THE PLT HAD BEEN OPERATING THE ACCIDENT ACFT IN THE GEOGRAPHIC AND ENVIRONMENTAL CONDITIONS NEAR THE ACCIDENT SITE FOR THE PREVIOUS YEAR.

Brief of Accident (Continued)

File No. - 1276

6/18/85

GIBBONSVILLE, ID

A/C Reg. No. N121A

Time (Lc1) - 1738 MDT

---

Occurrence #1            LOSS OF CONTROL - IN FLIGHT

Phase of Operation       UNKNOWN

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  2. STALL
  3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  4. WEATHER CONDITION - RISING
  5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation       DESCENT - UNCONTROLLED

---

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1275      7/12/85      IDAHO CITY, ID      A/C Reg. No. N948ST      Time (Lcl) - 1027 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
ON GROUND

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

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

Make/Model      - BEECH B36TC  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3600  
No. of Seats      - 6

Eng Make/Model      - CONTINENTAL TSIO-520-UB  
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      - UNK/NR

Wind Dir/Speed- 020/007 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - 9000 FT SCATTERED  
Lowest Ceiling      - 14000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SALMON, ID  
Destination  
VISALIA, CA

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance      - IFR  
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 - 41

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 350	Last 24 Hrs	- 2
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 FAILED TO OBTAIN A PREFLT WX BRIEFING PRIOR TO DEPARTING BOTH BUTTE, MT, AND SALMON, ID. EN ROUTE AT FL180 HE ENTERED INSTRUMENT AND ICING CONDITIONS WHICH HE ATTEMPTED TO AVOID BY CLIMBING TO FL200. DURING THE CLIMB, THE PLT REPORTED ENCOUNTERING SEVERE TURBULENCE ASSOCIATED WITH DEVELOPING CUMULONIMBUS ACTIVITY. CONTROL OF THE ACFT WAS LOST AND THE ACFT DESCENDED TO GROUND IMPACT.

Brief of Accident (Continued)

File No. - 1275

7/12/85

IDAHO CITY, ID

A/C Reg. No. N948ST

Time (Lc1) - 1027 MDT

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

Finding(s)

1. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
2. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND

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

Finding(s)

3. WEATHER CONDITION - TURBULENCE IN CLOUDS

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

Finding(s)

4. SPIRAL - UNCONTROLLED - PILOT IN COMMAND
5. BECAME LOST/DISORIENTED
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PANIC - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1375

7/13/85

IDAHO CITY, ID

A/C Reg. No. N8655U

Time (Lcl) - 2050 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	0	3
Pass				

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -CLIMB

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

Make/Model - CESSNA 172

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2150

No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 145 HP

ELT Installed/Activated - YES/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- 030/010 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

IDAHO CITY, ID

Destination

BOISE, ID

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

IDAHO

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - HIGH VEGETATION

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 21

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 55 Last 24 Hrs - 1

Make/Model- 3 Last 30 Days- UNK/NR

Instrument- 3 Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF THE PILOT WAS UNABLE TO OUTCLIMB RISING TERRAIN. A TREE WAS STRUCK WITH THE LEFT WING TIP. AND SHORTLY AFTERWARDS THE AIRCRAFT MUSHED INTO TREES. DENSITY ALTITUDE AT THE TIME OF TAKEOFF COMPUTED TO BE ABOUT 6000 FEET. THE AIRCRAFT WAS ALSO VERY CLOSE TO GROSS WEIGHT.

Brief of Accident (Continued)

File No. - 1375

7/13/85

IDAHO CITY, ID

A/C Reg. No. N8655U

Time (Lc1) - 2050 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation CLIMB

Finding(s)

1. TERRAIN CONDITION - RISING
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, - PILOT IN COMMAND
4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
6. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1325      8/21/85      AMERICAN FALLS, ID      A/C Reg. No. N76942      Time (Lcl) - 0700 MDT

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

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

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

Make/Model	- PIPER PA-25-23-5B	Eng Make/Model	- LYCOMING O-540-B2B5	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 235 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	AMERICAN FALLS, ID	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	NONE
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1176
SE LAND	Months Since - 10	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 355
		Instrument- 56
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 300
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE DEPARTING INTO BRIGHT MORNING SUN FROM A ROAD TO SPRAY CROPS, THE PILOT PULLED UP TO AVOID POWER LINES. A DEPARTURE STALL WAS THEN ENTERED INTO. THE PILOT DUMPED HIS CHEMICAL PRIOR TO STRIKING THE GROUND HARD.

Brief of Accident (Continued)

File No. - 1325

8/21/85

AMERICAN FALLS, ID

A/C Reg. No. N76942

Time (Lc1) - 0700 MDT

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

Finding(s)

1. LIGHT CONDITION - SUNGLARE
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. WEATHER CONDITION - CROSSWIND
  4. STALL - INADVERTENT - PILOT IN COMMAND
  5. WEATHER CONDITION - GUSTS
  6. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1253      7/25/85      CHICAGO(L.MICH),IL      A/C Reg. No. N3160B      Time (Lcl) - UNK/NR

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

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

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

Make/Model - CESSNA 170B	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LANGHORNE,PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - UNK/NR	GRAYSLAKE,IL	
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 - UNK/NR	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 1880
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 5
		Last 30 Days- 10
		Last 90 Days- 30
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT AN UNKNOWN TIME DURING THE NIGHT OF JULY 25/26 THE ACFT CRASHED INTO LAKE MICHIGAN. EXACT WX CONDITIONS ARE UNKNOWN. THE PASSENGER WAS RECOVERED FROM THE LAKE THE NEXT MORNING, ALONG WITH THE TWO CRUSHED FRONT SEATS AND TWO BUCKLED INTERIOR SIDE PANELS. THE PLT WAS RECOVERED FROM THE LAKE ELEVEN DAYS LATER. BOTH INDIVIDUALS SUCCEMDED TO MULTIPLE TRAUMATIC INJURIES. THE ACFT WAS NOT RECOVERED.

Brief of Accident (Continued)

File No. - 1253

7/25/85

CHICAGO(L.MICH),IL

A/C Reg. No. N3160B

Time (Lc1) - UNK/NR

---

Occurrence            MISSING AIRCRAFT  
Phase of Operation    UNKNOWN

Finding(s)

1. UNDETERMINED
  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. - 1336      8/02/85      LANSING, IL      A/C Reg. No. N57275      Time (Lcl) - 1940 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

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

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

Make/Model - MOONEY M20J  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2740  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A3B6D  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

ELT Installed/Activated - YES-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- 045/007 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  
GO AROUND  
TOUCH AND GO

Airport Proximity  
ON AIRPORT

Airport Data

LANSING MUNI.  
Runway Ident - UNK/NR  
Runway Lth/Wid - 2432/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 55

Biennial Flight Review

Current - YES  
Months Since - 14  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 832	Last 24 Hrs	- UNK/NR
Make/Model-	147	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	26

Instrument Rating(s) - NONE

-----Narrative-----

ONE OF THE PILOT'S EYES BECAME IRRITATED. HE ATTEMPTED TO SCRATCH IT ON SHORT FINAL. A HARD LANDING RESULTED. THE AIRCRAFT BECAME AIRBORNE & THE PILOT ADDED POWER. HIS GLASSES BECAME DISLODGED. AT THIS TIME THE PILOT WAS ATTEMPTING TO REGAIN CONTROL AS THE AIRCRAFT WAS HEADING TOWARD PAKRED AIRCRAFT. THE PILOT WAS UNABLE TO AVOID THE ENSUING COLLISION.

Brief of Accident (Continued)

File No. - 1336

8/02/85

LANSING, IL

A/C Reg. No. N57275

Time (Lc1) - 1940 CDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
4. FLARE - IMPROPER - PILOT IN COMMAND
5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

6. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

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

Finding(s)

8. OBJECT - AIRCRAFT PARKED

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1249      8/26/85      MENDOTA, IL      A/C Reg. No. N81KX      Time (Lcl) - 1330 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

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
0  
0

Minor  
1  
0

None  
0  
0

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

Make/Model - JAUCH COOT/AMPHIB  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 1760  
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A  
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- 320/004 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - 25000 FT THIN BKN  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

GANDPA'S FARM  
Runway Ident - 36  
Runway Lth/Wid - 3900/ 200  
Runway Surface - GRASS/TURF  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 54

Biennial Flight Review  
Current - YES  
Months Since - 8  
Aircraft Type - JC

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)  
Total - 487  
Make/Model- 9  
Instrument- 71  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 7  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT TOUCHED DOWN IN A BEAN FLD DURING A FORCED LANDING FOLLOWING A LOSS OF PWR ON TAKEOFF. THE PLT REPORTED THE ACFT HAD LOW PWR DURING THE TAKEOFF RUN, HOWEVER, HE ELECTED TO CONTINUE THE TAKEOFF AND MAKE A 180 DEG TURN BACK TO THE AIRSTIP. ONCE AIRBORNE, THE PWR LOSS INCREASED AND THE FORCED LANDING ENSUED. INVESTIGATION REVEALED A RAG USED BY THE PLT AS AN AIR INLET COVER WAS NOT REMOVED PRIOR TO FLT AND SUBSEQUENTLY WAS INJECTED INTO THE CARBURETOR.

Brief of Accident (Continued)

File No. - 1249

8/26/85

MENDOTA, IL

A/C Reg. No. N81KX

Time (Lc1) - 1330 CDT

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - FOREIGN OBJECT
  2. AIRCRAFT PREFLIGHT - INATTENTIVE - PILOT IN COMMAND
  3. ABORTED TAKEOFF - NOT PERFORMED - 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)

4. TERRAIN CONDITION - CROP
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1317      9/14/85      HAMPSHIRE,IL      A/C Reg. No. N7627      Time (Lcl) - 1400 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

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

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

Make/Model - SCHWEIZER 134  
Landing Gear - SKI/WHEEL  
Max Gross Wt - 1040  
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 180/010 KTS  
Visibility - 5.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

GLIDER

Age - 47

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	- 135	Last 24 Hrs -	1
Make/Model-	1	Last 30 Days-	0
Instrument-	0	Last 90 Days-	38

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTEDLY FAILED TO USE SPOILERS ON FINAL. THE APPROACH WAS HIGH SO HE ATTEMPTED A 180 DEGREE TURN AT THE DEPARTURE END OF THE RUNWAY. THE GLIDER STALLED AND COLLIDED WITH THE GROUND.

Brief of Accident (Continued)

File No. - 1317

9/14/85

HAMPSHIRE,IL

A/C Reg. No. N7627

Time (Lc1) - 1400 CDT

Occurrence #1      ABRUPT MANEUVER  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ALTITUDE - EXCESSIVE - PILOT IN COMMAND
2. SPOILER EXTENSION - NOT PERFORMED - PILOT IN COMMAND
3.      IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

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

Finding(s)

4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - GROUND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1294      3/02/85      LEBANON, IN      A/C Reg. No. N36TD      Time (Lcl) - 0833 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

	Fatal	Serious	Minor	None
Injuries				
0	0	0	0	1
0	0	0	0	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/NO  
Stall Warning System - YES

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

Weather Data

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

Wind Dir/Speed- 350/005 KTS  
Visibility      - 1.000 SM  
Lowest Sky/Clouds      - 400 FT  
Lowest Ceiling      - 400 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
RICHMOND, IN  
Destination  
INDIANAPOLIS, IN

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 20

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 209	Last 24 Hrs	- 8
Make/Model-	209	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	20
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PLT MADE A FORCED LANDING IN A MUDDY FLD DUE TO A LOW FUEL STATE AND IFR CONDITIONS. THE ACFT NOSED OVER UPON TOUCHDOWN. THERE WAS NO RECORD FOUND OF THE PLT HAVING RECEIVED A WX BRIEFING.

Brief of Accident (Continued)

File No. - 1294

3/02/85

LEBANON, IN

A/C Reg. No. N36TD

Time (LcT) - 0833 EST

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

Finding(s)

1. WEATHER CONDITION - FOG
  2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
  3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

4. TERRAIN CONDITION - SOFT
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1248      4/15/85      WORTHINGTON, IN      A/C Reg. No. N8007Y      Time (Lcl) - 1425 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation      -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under      -14 CFR 91	NONE	Pass	1	0	0
Accident Occurred During      -DESCENT			2	0	0
					None
					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      - 3725	Engine Type      - RECIP-FUEL INJECTED	
No. of Seats      - 6	Rated Power      - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method      - TELEPHONE	MELBOURNE, FL	
Completeness      - FULL	Destination	Airport Data
Basic Weather      - VMC	TERRE HAUTE, IN	Runway Ident      - N/A
Wind Dir/Speed- 130/005 KTS	ATC/Airspace	Runway Lth/Wid      - N/A
Visibility      - 7.0 SM	Type of Flight Plan - IFR	Runway Surface      - N/A
Lowest Sky/Clouds      - 1000 FT SCATTERED	Type of Clearance      - IFR	Runway Status      - N/A
Lowest Ceiling      - 2500 FT BROKEN	Type Apch/Lndg      - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

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

Pilot-In-Command	Age - 67	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current      - YES	Total      - 1600
SE LAND, ME LAND	Months Since      - 14	Make/Model- 500
	Aircraft Type - PA-30	Instrument- 90
		Multi-Eng - 600
		Last 24 Hrs - 4
		Last 30 Days- 12
		Last 90 Days- 12
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT STALLED AND CRASHED IN A FLD AFTER THE PLT DECLARED AN EMERGENCY STATING HE WAS LOSING PWR ON THE RIGHT ENG AND HE COULD NOT MAINTAIN ALT. AT 1405 EST, THE ACFT WAS TOLD TO CONTACT HULMAN APCH WITH INSTRUCTIONS TO DESCEND TO 3000 FT MSL. THE MODE C TRANSPONDER INDICATED THE ACFT WAS BELOW 3000 FT AND A CLEARANCE TO 2600 FT WAS ISSUED AT WHICH TIME THE PLT REPORTED THE RIGHT ENGINE QUIT. THE PLT WAS GIVEN VECTORS TO A NEARBY ARPT, HOWEVER, HE WAS UNABLE TO LOCATE IT. SHORTLY THEREAFTER, THE ACFT IMPACTED THE TERRAIN IN A NEAR 60 DEG NOSE DOWN ATTITUDE. POST ACCIDENT INSPECTION REVEALED THE RIGHT ENG FUEL SELECTOR WAS ON THE RIGHT MAIN TANK WHICH WAS EMPTY. THE RIGHT ENG FUEL SELECTOR WAS ALSO CORRODED. THE RIGHT MAG COILS ON THE RIGHT ENG SHOWED SIGNS OF CRACKING WHEN HOT. THE RIGHT ENG SPARK PLUGS WERE TESTED AND 90% OF THE PLUGS WOULD NOT FIRE ABOVE 50 PSI PRESSURE. THE RIGHT PROP WAS NOT FEATHERED.

Brief of Accident (Continued)

File No. - 1248

4/15/85

WORTHINGTON, IN

A/C Reg. No. N8007Y

Time (Lc1) - 1425 EST

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

Finding(s)

1. IGNITION SYSTEM, MAGNETO - INCORRECT
2. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
3. IGNITION SYSTEM, SPARK PLUG - PRESSURE TOO LOW
4. IGNITION SYSTEM, IGNITION COIL - INCORRECT
5. JUDGEMENT - POOR - PILOT IN COMMAND
6. FUEL SYSTEM, SELECTOR VALVE - IMPROPER
7. MAINTENANCE, SERVICE OF AIRCRAFT - NOT MAINTAINED - PILOT IN COMMAND
8. MAINTENANCE, COMPLIANCE WITH AD - NOT MAINTAINED - PILOT IN COMMAND
9. MAINTENANCE, ANNUAL INSPECTION - NOT FOLLOWED - PILOT IN COMMAND
10. REMEDIAL ACTION - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

11. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #3      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

12. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND

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

Finding(s)

13. TERRAIN CONDITION - OPEN FIELD

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,10,11,12

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1288

6/22/85

GRIFFITH, IN

A/C Reg. No. N10239

Time (Lcl) - 1000 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation - INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

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

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

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 260/010 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC

Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN  
STOP AND GO

Airport Proximity  
ON AIRPORT

Airport Data  
GRIFFITH

Runway Ident - 26  
Runway Lth/Wid - 4000/ 50  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)  
STUDENT

Age - 44

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

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

Total	- 19	Last 24 Hrs	- 1
Make/Model-	19	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	18
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ON THE STUDENT'S THIRD APPROACH, HE WAS OBSERVED TO FLARE THE ACFT TOO HIGH. THE ACFT DRIFTED OFF TO THE SIDE OF THE RWY AND NOSED DOWN UNTIL IT COLLIDED WITH THE GROUND.

Brief of Accident (Continued)

File No. - 1288

6/22/85

GRIFFITH, IN

A/C Reg. No. N10239

Time (Lc1) - 1000 CST

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

Finding(s)

1. FLARE - PREMATURE - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1365      9/14/85      BLOOMINGTON, IN      A/C Reg. No. N56349      Time (Lcl) - 1055 EST

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

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

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

Make/Model - MAULE M-5-235C	Eng Make/Model - LYCOMING O-540	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
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 - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	PALMYRA, IN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MONROE CO.
Wind Dir/Speed- 090/008 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5201/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - VFR FLIGHT FOLLOWING	Runway Surface - ASPHALT
Lowest Ceiling - 18000 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 - 47	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 293
SE LAND	Months Since - 18	Make/Model- 69
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOTED LANDED WITH AN 80' LEFT CROSSWIND AT 8 KNOTS. DURING LANDING ROLL THE WIND PICKED UP THE LEFT WING. THE ACFT WEATHERVANED INTO THE WIND & THE RIGHT GEAR COLLAPSED. THE RIGHT WING WAS ALSO DAMAGED DURING THE SWERVE.

Brief of Accident (Continued)

File No. - 1365

9/14/85

BLOOMINGTON, IN

A/C Reg. No. N56349

Time (Lc1) - 1055 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT

Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1397      5/31/85      MCPHERSON,KS      A/C Reg. No. N8810B      Time (Lcl) - 1050 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	-APPROACH			0	0	0	1
				0	0	0	0

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

Make/Model	- EAGLE DW1-0062	Eng Make/Model	- LYCOMING IO-540 M1B5D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
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	OFF AIRPORT/STRIP	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 330/010 KTS	MCPHERSON	
Visibility	- 15.0 SM	Runway Ident	- N/A
Lowest Sky/Clouds	- CLEAR	Runway Lth/Wid	- N/A
Lowest Ceiling	- NONE	Runway Surface	- DIRT
Obstructions to Vision	- NONE	Runway Status	- DRY
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 6969	Last 24 Hrs - 3
SE LAND,ME LAND	Months Since - 4	Make/Model - 85	Last 30 Days - UNK/NR
	Aircraft Type - M20C	Instrument - 25	Last 90 Days - 65
		Multi-Eng - 267	Rotorcraft - 2

Instrument Rating(s) - NONE

-----Narrative-----

DURING A GO-AROUND ATTEMPT THE PLT WHO WAS LANDING AT THE HARRISON AIRPORT ENCOUNTERED TURBULENT WIND CONDITION. THE PLT STATED THE ACFT STALLED AND DROPPED INTO A FIELD OFF THE SIDE OF THE RWY. STRONG WIND CONDITIONS WERE FORECAST FRO THE AREA OF LANDING.

Brief of Accident (Continued)

File No. - 1397

5/31/85

MCPHERSON,KS

A/C Reg. No. N8810B

Time (Lcl) - 1050 CDT

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. STALL - INADVERTENT - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. WEATHER CONDITION - TURBULENCE
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
6. - INTENTIONAL - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - GROUND

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

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

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. - 1277      7/10/85      MANHATTAN,KS      A/C Reg. No. N3201V      Time (Lcl) - 2010 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 -DESCENT			0	1	0	0

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

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	MANHATTAN,KS	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	MANHATTAN MUNICIPAL
Wind Dir/Speed- 190/006 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7000/ 150
Lowest Sky/Clouds - 15000 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 - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 130
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - C-150	Make/Model- 119
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED THE TERRAIN APRX 175 YDS SHORT OF RWY 21 AND APRX 50 FT RIGHT OF THE CENTERLINE. A WITNESS REPORTED THE ACFT APPEARED SLOW ON FINAL APCH AND IT WAS ROLLING SLIGHTLY FROM SIDE TO SIDE. THE NOSE OF THE ACFT THEN SUDDENLY DROPPED AND THE ACFT IMPACTED THE GROUND, NOSING OVER. THE PLT DOES NOT RECALL ANY OF TE EVENTS LEADING UP TO THE ACCIDENT. THE PLT'S HUSBAND WHO HAD RECENTLY RECEIVED 2 HRS OF FLT TRAINING WAS SEATED IN THE LEFT SEAT WHEN THE ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 1277

7/10/85

MANHATTAN,KS

A/C Reg. No. N3201V

Time (Lc1) - 2010 CDT

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

Finding(s)

1. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
  2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  3. STALL - INADVERTENT - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1238

8/10/85

SHAWNEE,KS

A/C Reg. No. N40468

Time (Lcl) - 2000 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -BALLOON RIDE

NONE

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 91

Fire

Crew

0

0

0

1

Accident Occurred During -LANDING

NONE

Pass

0

1

0

2

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

Make/Model - BALLOON WORKS FIREFLY 7

Eng Make/Model - N/A

ELT Installed/Activated - NO -N/A

Landing Gear - N/A

Number Engines - N/A

Stall Warning System - NO

Max Gross Wt - 900

Engine Type - N/A

No. of Seats - UNK/NR

Rated Power - N/A

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

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - PARTIAL,LMTD BY PILOT

Basic Weather - VMC

Wind Dir/Speed- 135/008 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE,COMMERCIAL

SE LAND

FREE BALLOON

Age - UNK/NR

Biennial Flight Review

Current - YES

Months Since - 0

Aircraft Type - AX7

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - UNK/NR

Make/Model- 534

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE COMMERCIAL BALLOON PLT WAS GIVING A RIDE TO THREE PAYING PASSENGERS. PLT STATED THAT DURING THE LANDING APCH HIGHER THAN NORMAL WINDS WERE PRESENT SO HE BRIEFED THE PASSENGERS TO LEAN AGAINST THE SIDE OF THE BASKET. HE STATED THAT HE PULLED THE DEFLATION LINE WHEN THE BASKET WAS 3 FT AGL. ONE PASSENGER GOT HER ARM UNDER THE SIDE OF THE BASKET AS IT WAS SKIDDING AND RECEIVED LACERATIONS. AFTER SHE WAS TAKEN TO THE HOSPITAL, SHE WAS FOUND TO HAVE TWO COMPRESSED VERTEBRAE.

Brief of Accident (Continued)

File No. - 1238

8/10/85

SHAWNEE,KS

A/C Reg. No. N40468

Time (Lcl) - 2000 CDT

Occurrence           HARD LANDING  
Phase of Operation   LANDING

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1202

8/19/85

WICHITA,KS

A/C Reg. No. N386T

Time (Lcl) - 1515 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	0	0	0	1
Flight Conducted Under	-14 CFR 91	0	0	0	1
Accident Occurred During	-LANDING				

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

Fire NONE  
Crew Pass

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

Make/Model - BEECH 95-B55  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 4100  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-L  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 360/007 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  
ALBUQUERQUE,NM  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - TRAFFIC PATTERN  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

WICHITA MID-CONTINENT  
Runway Ident - 01L  
Runway Lth/Wid - 10300/ 150  
Runway Surface - CONCRETE  
Runway Status - DRY

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

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

Age - 60  
Biennial Flight Review  
Current - YES  
Months Since - 13  
Aircraft Type - 95-B55

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

Total	- 3878	Last 24 Hrs	- 6
Make/Model-	571	Last 30 Days-	UNK/NR
Instrument-	1036	Last 90 Days-	48
Multi-Eng	- 1187	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED HE TOUCHED DOWN WITH WHAT APPEARED TO BE A SOFT LANDING BUT THE ACFT STARTED TO PORPOISE. A GO-AROUND WAS PERFORMED AND ANOTHER LANDING ACCOMPLISHED WITHOUT INCIDENT, HOWEVER, THE ACFT WAS SUBSTANTIALLY DAMAGED DURING THE FIRST LANDING.

Brief of Accident (Continued)

File No. - 1202

8/19/85

WICHITA,KS

A/C Reg. No. N386T

Time (Lc1) - 1515 CDT

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1231      8/22/85      MEADE,KS      A/C Reg. No. N731SM      Time (Lcl) - 1430 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
0  
0

Minor  
1  
0

None  
0  
0

-----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      - 300 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 030/014 KTS  
Visibility      - 20.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 66  
Biennial Flight Review  
Current      - YES  
Months Since      - 11  
Aircraft Type      - C-172

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

Total      - 9852  
Make/Model- 1000  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - 3  
Last 30 Days- UNK/NR  
Last 90 Days- 150  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT WHEN HE ATTEMPTED TO CLIMB AT THE END OF A SWATH RUN THE ACFT BEGAN TO MUSH. THE ACFT WAS OVER TALL CORN AND DESPITE THE USE OF FULL POWER IT WOULD NOT CLIMB. THE ACFT FLEW ABOUT ONE MILE IN THE SEMI-STALLED CONDITION AND THEN BEGAN TO SETTLE. THE PLT SAID HE ATTEMPTED TO DUMP THE CHEMICAL LOAD BUT THE ACFT SETTLED INTO THE CORN AND CRASHED. DENSITY ALT AT THE TIME OF THE ACCIDENT WAS CALCULATED TO BE 4800 FT.

Brief of Accident (Continued)

File No. - 1231

8/22/85

MEADE,KS

A/C Reg. No. N731SM

Time (Lc1) - 1430 CDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
- 

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1229      8/31/85      WESKAN,KS      A/C Reg. No. N6903P      Time (Lcl) - 1815 CDT

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

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

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

Make/Model - PIPER PA-24-250	Eng Make/Model - LYCOMING O-540	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BOULDER,CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CHEYENNE WELLS,CO	Runway Ident - N/A
Wind Dir/Speed- 150/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 736
SE LAND	Months Since - 12	Make/Model- 207
	Aircraft Type - A36TC	Instrument- 100
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 76
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPTD A HIGH ENG OIL TEMPERATURE & LOW OIL PRESSURE WHILE MANEUVERING OVER A SIESMIC OPERATION SITE IN WEST KANSAS. THE ACFT WAS SUBSTANTIALLY DAMAGED WHEN IT CONTACTED A DITCH DURING A FORCED LANDING. POST ACCIDENT INSPECTION FAILED TO DISCLOSE ANY MECHANICAL FAILURE/MALFUNCTION.

Brief of Accident (Continued)

File No. - 1229

8/31/85

WESKAN,KS

A/C Reg. No. N6903P

Time (Lc1) - 1815 CDT

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

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - DIRT BANK
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1332

9/03/85

ASHLAND,KS

A/C Reg. No. N424FH

Time (Lcl) - 1600 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -POSITIONING

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

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

Make/Model - FAIRCHILD HILLER FH-1100

Landing Gear - SKID

Max Gross Wt - 2530

No. of Seats - 2

Eng Make/Model - ALLISON 250-C18

Number Engines - 1

Engine Type - TURBOSHAFT

Rated Power - 274 HP

ELT Installed/Activated - YES-UNK/NR

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 235/012 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

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

Age - 46

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - FH-1100

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1918

Make/Model- 500

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 125

Rotorcraft - 1015

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER LOST POWER AND MADE A HARD FORCED LANDING IN A BACKYARD. THERE WERE NO LEAKS IN THE FUEL SYSTEM BUT THE FUEL TANK WAS FOUND TO BE EMPTY. THE OWNER STATES THAT EVEN THOUGH THE FUEL TANK WAS FOUND TO BE EMPTY AFTER THE ACCIDENT, THE FUEL QUANTITY GAGE WAS STILL INDICATING THAT THERE WAS FUEL IN THE TANK.

Brief of Accident (Continued)

File No. - 1332

9/03/85

ASHLAND, KS

A/C Reg. No. N424FH

Time (Lc1) - 1600 CDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      CRUISE

Finding(s)

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

Occurrence #2      FORCED LANDING  
Phase of Operation      CRUISE

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

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

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1302      10/07/85      SALINA,KS      A/C Reg. No. N1587E      Time (Lcl) - 1411 CDT

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

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

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

Make/Model	- CESSNA 172N	Eng Make/Model	- LYCOMING O-320-E2D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 180/029 KTS</p> <p>Visibility - 25.0 SM</p> <p>Lowest Sky/Clouds - PART OBS</p> <p>Lowest Ceiling - 25000 FT BROKEN</p> <p>Obstructions to Vision- BLOWING DUST</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>LINCOLN, NE</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - SPECIAL VFR</p> <p>Type Apch/Lndg - STRAIGHT-IN</p> <p>FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>SALINA MUNICIPAL</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 13300/ 300</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - DRY</p>
---	---	--

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, ME LAND</p>	<p>Age - 56</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 6</p> <p>Aircraft Type - 210</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 3500</p> <p>Make/Model- 300</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - 200</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 45</p> <p>Rotorcraft - UNK/NR</p>
--	---	--

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DID NOT TOP OFF THE FUEL TANKS BEFORE DEPARTING LINCOLN, NE FOR PRATT, KS. ENROUTE WINDS NECESSITATED A FUEL STOP AT SALINA, KS. THESE SAME WINDS FLIPPED OVER THE AIRPLANE AS IT WAS TURNING OFF THE RUNWAY TO TAXI IN.

Brief of Accident (Continued)

File No. - 1302

10/07/85

SALINA,KS

A/C Reg. No. N1587E

Time (Lcl) - 1411 CDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH WIND
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
6. WEATHER CONDITION - CROSSWIND

Occurrence #2      NOSE OVER  
Phase of Operation      TAXI - FROM LANDING

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1306      10/17/85      GARDNER,KS      A/C Reg. No. N43429      Time (Lcl) - 1245 CDT

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

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage					
		SUBSTANTIAL					
Type of Operation	-INSTRUCTIONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During	-LANDING			0	0	0	2
				0	0	0	0

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

Make/Model	- PIPER PA-28R-200	Eng Make/Model	- LYCOMING IO-360-C1C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2900	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

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

Weather Data		Itinerary		Airport Proximity	
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		MUNICIPAL	
Wind Dir/Speed	- 180/008 KTS	ATC/Airspace		Runway Ident	- 08
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 3030/ 100
Lowest Sky/Clouds	-	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- 6000 FT OVERCAST	Type Apch/Lndg	- TRAFFIC PATTERN	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 45	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 19485	Last 24 Hrs - 3
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 50	Last 30 Days- UNK/NR
	Aircraft Type - 402	Instrument- 1611	Last 90 Days- 15
		Multi-Eng - 8481	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE WAS LANDING ON RUNWAY 8 WITH A RIGHT CROSSWIND AND HAD THE RIGHT WING DOWN FOR WIND CORRECTION. THE RIGHT WHEEL IMPACTED A LIP ON THE APPROACH END OF THE RUNWAY, 6 INCHES BELOW THE LEVEL OF THE RUNWAY. THE RIGHT GEAR COLLAPSED, THE RIGHT WING TOUCHED DOWN, THEN THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1306

10/17/85

GARDNER,KS

A/C Reg. No. N43429

Time (Lc1) - 1245 CDT

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

Finding(s)

1. TERRAIN CONDITION - DIRT BANK
  2.    COMPENSATION FOR WIND CONDITIONS - PERFORMED - PILOT IN COMMAND
  3. CLEARANCE - INADEQUATE - PILOT IN COMMAND
- 

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

Finding(s)

4. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1226      1/30/85      EDGEWOOD, KY      A/C Reg. No. N3669B      Time (Lcl) - 2330 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 2	0	0	0
Accident Occurred During -DESCENT		Other 0	1	0	0

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

Make/Model - BEECH B-50	Eng Make/Model - LYCOMING GO-480-62D6	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 275 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LONDON, KY	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	DETROIT, MI	GREATER CINCINNATI
Wind Dir/Speed- 110/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 1.000 SM	Type of Flight Plan - VFR/IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 300 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 1000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 400
SE LAND, ME 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-----

DURING A VFR FLT FROM LONDON, KY, TO DETROIT, MI, THE ACFT CRASHED INTO A SINGLE FAMILY HOME WHILE ATTEMPTING A LANDING AT CVG ARPT. THE PLT REPORTED A RIGHT ENG PWR LOSS, FROM SUSPECTED IMPACT ICE. THE ALTERNATE AIR SOURCE DID NOT CHANGE THE ACFT PERFORMANCE, AND THE PLT REPORTED LOOSING ALT. RADAR CONTACT WAS THEN LOST. POST ACCIDENT INSPECTION DISCLOSED NO MECHANICAL FAILURE/MALFUNCTION. THE FLT WAS OPERATING IN MARGINAL VFR WX WITH ICE FORMATION REPORTED. THE ACFT WAS NOT EQUIPPED TO FLY INTO ICING CONDITIONS.

Brief of Accident (Continued)

File No. - 1226

1/30/85

EDGEWOOD, KY

A/C Reg. No. N3669B

Time (Lc1) - 2330 EST

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

Finding(s)

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

Occurrence #2        LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation    CRUISE

Finding(s)

3. NACELLE/PYLON - ICE
  4. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
- 

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

Finding(s)

5. OBJECT - RESIDENCE
  6. ALTITUDE - UNCONTROLLED - PILOT IN COMMAND
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1237      4/19/85      HAWESVILLE,KY      A/C Reg. No. N72587      Time (Lc1) - 1544 CST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	UNKNOWN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CARROLLTON,KY	Runway Ident - N/A
Wind Dir/Speed- 230/013 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 4000 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 - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 340
SE LAND	Months Since - 10	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 25
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH AND SUNK INTO THE OHIO RIVER FOLLOWING A WING SEPARATION AFTER CONTACTING THE LOWEST WIRE IN A SET OF 3 POWER LINES WHICH SPANNED THE RIVER. TWO OTHER WIRES WERE LOCATED ABOVE THE SET OF 3 POWER LINES. WITNESSES ON AND NEAR THE RIVER REPORTED SEEING THE ACFT FLYING LOW ALONG THE RIVER. ONE WITNESS ON A BOAT STATED HE LOOKED DOWN AT THE ACFT AS IT FLEW BY APRX 50 FT AWAY FROM THE CRAFT. THE ACFT WAS REPORTED TO BE IN LEVEL FLT HEADING EAST ALONG THE RIVER JUST PRIOR TO CONTACTING THE POWER LINE.

Brief of Accident (Continued)

File No. - 1237

4/19/85

HAWESVILLE, KY

A/C Reg. No. N72587

Time (Lcl) - 1544 CST

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. BUZZING - CONTINUED - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ALTITUDE DEVIATION, UNCONTROLLED  
Phase of Operation MANEUVERING

Finding(s)

6. WING - SEPARATION

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

Finding(s)

7. TERRAIN CONDITION - WATER, GLASSY

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1282      8/03/85      BURNSDIE,KY      A/C Reg. No. N4884L      Time (Lcl) - 1100 EDT

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

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

-----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 - UNK/NR
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		RICHMOND,KY	
Completeness - N/A		Destination	Airport Data
Basic Weather - VMC		SAME AS ACC/INC	ROSS FIELD
Wind Dir/Speed- 130/005 KTS		ATC/Airspace	Runway Ident - 27
Visibility - 10.0 SM		Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 60
Lowest Sky/Clouds - 5000 FT SCATTERED		Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling -		Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE			
Precipitation - NONE			
Condition of Light - DAYLIGHT			

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 177
SE LAND	Months Since - 5	Make/Model- 42
	Aircraft Type - UNK/NR	Instrument- 6
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 21
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT BOUNCED DURING TOUCHDOWN ON A GRASS AIRSTRIIP AND VEERED OFF THE LEFT SIDE OF THE RWY. BEFORE PROPER ALIGNMENT WAS GAINED THE LEFT WING STRUCK A PARKED ACFT AND BOTH ACFT INCURRED SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1282

8/03/85

BURNSDIE,KY

A/C Reg. No. N4884L

Time (Lc1) - 1100 EDT

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

Finding(s)  
1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND  
-----

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

Finding(s)  
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND  
-----

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

Finding(s)  
3. OBJECT - AIRCRAFT PARKED  
4. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND  
-----

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

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

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. - 1270      8/25/85      ELIZABETHTOWN,KY      A/C Reg. No. N9280F      Time (Lc1) - 1415 EDT

-----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 -DESCENT		0	0	0	2

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

Make/Model - HUGHES 269C .	Eng Make/Model - LYCOMING H10-360-DIA	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1670	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 3	Rated Power - 190 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - UNK/NR	LOUISVILLE,KY	FREEMAN PK
Wind Dir/Speed- 270/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - 2000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- UNK/NR		WATER-CALM
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1835
SE LAND	Months Since - 6	Make/Model- 1707
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 83
		Multi-Eng - 22
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 57
		Rotorcraft - 1682

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF FROM OFF AIRPORT LANDING ZONE, THE ACFT ENCOUNTERED HEAVY RAINSHOWERS AND THE PLT ATTEMPTED TO RETURN TO THE LANDING ZONE. VISIBILITY WAS SUCH THAT THE PLT WAS UNABLE TO SEE THE GROUND AND THE TAILROTOR CONTACTED A LAKE ADJACENT TO THE LANDING ZONE. THE HELICOPTER REPORTEDLY THEN SANK IN THE LAKE.

Brief of Accident (Continued)

File No. - 1270

8/25/85

ELIZABETHTOWN, KY

A/C Reg. No. N9280F

Time (Lc1) - 1415 EDT

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation       MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

1. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
  2. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
  3. JUDGEMENT - POOR - PILOT IN COMMAND
- 

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

Finding(s)

4. TERRAIN CONDITION - WATER, GLASSY
- 

----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. - 1234      4/17/85      BOSTON,MA      A/C Reg. No. N348JL      Time (Lcl) - 1033 EST

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

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

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

Make/Model	- BEECH D95A	Eng Make/Model	- LYCOMING IO-360-B1B	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4200	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 180 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	CLAREMONT,NH	
Completeness	Destination	Airport Data
Basic Weather	BOSTON,MA	LOGAN
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 33R
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	Type of Clearance	- 2557/ 100
Obstructions to Vision	- NONE	Runway Surface
Precipitation	Type Apch/Lndg	- ASPHALT
Condition of Light	- STRAIGHT-IN	Runway Status
	FULL STOP	- DRY

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

Pilot-In-Command	Age - 54	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	Total	- 7853
SE LAND,ME LAND	Months Since	Make/Model	- 2791
	Aircraft Type	Instrument	- 1047
		Multi-Eng	- 3856

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, THE GEAR WARNING HORN CIRCUIT BREAKER WAS PULLED EN ROUTE TO STOP THE HORN FROM SOUNDING WHILE THE PWR WAS AT A LOW SETTING BECAUSE OF TURBULENCE. THE CIRCUIT BREAKER WAS NOT RESET PRIOR TO LANDING. DURING THE APCH, THE PLT LOWERED THE FLAPS; HOWEVER, HE DID NOT LOWER THE LANDING GEAR. THE ACFT LANDED HALF WAY DOWN RWY 33R IN A NORMAL LANDING ATTITUDE WITH THE GEAR NOT EXTENDED. FIRE FROM BELOW THE FUSELAGE BECAME VISIBLE AND ENGULFED THE COCKPIT AREA.

Brief of Accident (Continued)

File No. - 1234

4/17/85

BOSTON, MA

A/C Reg. No. N348JL

Time (Lc1) - 1033 EST

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

Finding(s)

1. LANDING GEAR, GEAR WARNING SYSTEM - DISABLED
2. THROTTLE/POWER CONTROL - REDUCED - PILOT IN COMMAND
3. WEATHER CONDITION - TURBULENCE
4. ELECTRICAL SYSTEM, CIRCUIT BREAKER - DISABLED

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

Finding(s)

5. LANDING GEAR, GEAR WARNING SYSTEM - INOPERATIVE
6. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
7. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
8. CHECKLIST - NOT USED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1378      5/07/85      STOW,MA

A/C Reg. No. N82054

Time (Lcl) - 1830 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 -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Crew  
Pass

-----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-320-A3A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 180 HP

ELT Installed/Activated - YES/NO

Stall Warning System - UNK/NR

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 040/010 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds -

Lowest Ceiling - 8000 FT BROKEN

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

STOW,MA

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TOUCH AND GO

Airport Proximity  
ON AIRPORT

Airport Data

MINUTE MAN

Runway Ident - 03

Runway Lth/Wid - 2800/ 48

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 32

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 - 1      Last 24 Hrs - 0

Make/Model- 1      Last 30 Days- UNK/NR

Instrument- 0      Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

PIPER PA28-181N82054 LANDED HARD ON RUNWAY 3 AT MINUTE MAN AIRPORT, STOW, MASS. THE STUDENT WAS PERFORMING TOUCH AND GO LANDINGS, ON ONE LANDING, THE PILOT STATED THAT THE AIRCRAFT BOUNCED AND THEN VEERED TO THE LEFT. RUDDER WAS APPLIED BUT THERE WAS NO REACTION, BEING ONLY A FEW FEET OFF THE RUNWAY THAT AIRCRAFT SLID OFF THE NOSE WHERE, SKIN DAMAGE BEHIND THE LEFT WING TIP AND BEHIND THE ENGINE COWL.

Brief of Accident (Continued)

File No. - 1378

5/07/85

STOW,MA

A/C Reg. No. N82054

Time (Lc1) - 1830 EDT

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

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - NOT CORRECTED - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. CLIMB - UNCONTROLLED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2      HARD LANDING  
Phase of Operation      LANDING - ROLL

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1379	7/13/85	CHATHAM, MA	A/C Reg. No. N5405F	Time (Lcl) - 1245 EDT
-----------------	---------	-------------	---------------------	-----------------------

---

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

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

---

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

Make/Model - PIPER PA28-151	Eng Make/Model - LYCOMING O-320-E3DIES	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

---

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

<b>Weather Data</b> Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed - 170/008 KTS Visibility - 11.0 SM Lowest Sky/Clouds - 8000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision - NONE Precipitation - NONE Condition of Light - DAYLIGHT	<b>Itinerary</b> Last Departure Point MANSFIELD, MA Destination CHATHAM, MA  <b>ATC/Airspace</b> Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - TRAFFIC PATTERN FULL STOP	<b>Airport Proximity</b> ON AIRPORT  <b>Airport Data</b> CHATHAM Runway Ident - 24 Runway Lth/Wid - 3000/ 100 Runway Surface - ASPHALT Runway Status - DRY
--	---	--

---

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

Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 47 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 - 36 Make/Model - 36 Instrument - 1 Last 24 Hrs - 0 Last 30 Days - UNK/NR Last 90 Days - 7
---	--	--

Instrument Rating(s) - NONE

---

-----Narrative-----

DURING THE FINAL APPROACH TO RUNWAY 24, THE AIRCRAFT WAS TOO HIGH AND FAST. THE PILOT DECIDED TO LAND ON THE RUNWAY INSTEAD OF GOING AROUND. ACCORDING TO THE PILOT, THE AIRCRAFT LANDED TOO FAR DOWN THE RUNWAY AND WENT OVER THE END.

---

Brief of Accident (Continued)

File No. - 1379

7/13/85

CHATHAM,MA

A/C Reg. No. N5405F

Time (Lc1) - 1245 EDT

Occurrence #1        OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
2. RUN ON LANDING - EXCESSIVE - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - TREE(S)
6. RUN ON LANDING - UNCONTROLLED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,6

Factor(s) relating to this accident is/are finding(s) 2,3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1242      5/05/85      PRINCFREDERICK,MD      A/C Reg. No. N7027E      Time (Lcl) - 1735 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 -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 175	Eng Make/Model - CONTINENTAL GO-300-C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 175 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point MONETA,VA	
Method - N/A	Destination CAMBRIDGE,MD	Airport Data CEDAR BEACH FARM
Completeness - N/A		Runway Ident - 14
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 1850/ 25
Wind Dir/Speed- 230/013 KTS	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 7.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - 20000 FT SCATTERED	Type Apch/Lndg - FORCED LANDING	
Lowest Ceiling - 25000 FT BROKEN		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 307
SE LAND	Months Since - 6	Last 24 Hrs - 6
	Aircraft Type - C-206	Make/Model- 27
		Instrument- 3
		Last 30 Days- 16
		Last 90 Days- 27
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT FLEW 2:15 FROM CAMBRIDGE, MD, TO SMITH MOUNTAIN LAKE, VA, EARLIER ON THE DAY OF THE ACCIDENT AND WAS 2 HRS INTO THE RETURN FLT WHEN AT 5500 FT OVER PRINCE FREDERICK, MD, THE ENG LOST PWR DUE TO FUEL EXHAUSTION, ACCORDING TO THE PASSENGER. THE APCH TO THE PRIVATE STRIP SELECTED FOR THE FORCED LANDING WAS TOO HIGH, THE PLT STATED, AND TOUCHDOWN WAS BETWEEN HALF AND TWO-THIRDS DOWN THE 1850 FT RWY. THE ACFT COULD NOT BE STOPPED ON THE REMAINING RWY AND AN ATTEMPT TO TURN RIGHT AND AVOID TREES WAS UNSUCCESSFUL. THE ACFT HAD RECEIVED MAINTENANCE ON THE FUEL GAGES ON 4/29/85. THE LEFT FUEL GAGE SENDER WAS NOT FUNCTIONING PROPERLY AT THAT TIME. ADDITIONALLY, THE PASSENGER, A STUDENT PLT STATED THAT THE FUEL GAGES WERE FUNCTIONING AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1242

5/05/85

PRINCFREDERICK,MD

A/C Reg. No. N7027E

Time (Lc1) - 1735 EDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - EXHAUSTION
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - INOPERATIVE
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

4. PROPER GLIDEPATH - NOT ATTAINED - PILOT IN COMMAND
  5. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
- 

Occurrence #4        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

6. OBJECT - TREE(S)
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1247      5/16/85      BURLINGTON, MI      A/C Reg. No. N3755J      Time (Lcl) - 1345 EDT

-----Basic Information-----

Type Operating - Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - AERIAL APPLICATION	Fire - NONE	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 137		Pass	1	0	0
Accident Occurred During - TAKEOFF			0	0	0

-----Aircraft Information-----

Make/Model - BELL 47G-2	Eng Make/Model - LYCOMING VO-435	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed - 260/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 1200 FT BROKEN	Type Apch/Lndg - NONE	
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, CFI	Current - YES	Total - 1660
SE LAND, ME LAND	Months Since - 12	Make/Model - 406
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 131
		Multi-Eng - 29
		Last 24 Hrs - 1
		Last 30 Days - 1
		Last 90 Days - 1
		Rotorcraft - 406

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER WAS DEPARTING FROM A TRAILER WHICH WAS SLOPED 5 DEGS TO THE LEFT. DURING TAKEOFF, THE LEFT SKID LIFTED OFF FIRST AND THE HELICOPTER DRIFTED TO THE RIGHT. THE RIGHT SKID CAUGHT ON THE TRAILER GUIDES AND THE HELICOPTER ROLLED OVER TO THE RIGHT.

Brief of Accident (Continued)

File No. - 1247

5/16/85

BURLINGTON,MI

A/C Reg. No. N3755J

Time (Lc1) - 1345 EDT

---

Occurrence           ROLL OVER  
Phase of Operation   HOVER

Finding(s)

1. OBJECT - VEHICLE
  2. LANDING GEAR - MISJUDGED - PILOT IN COMMAND
  3. COLLECTIVE - IMPROPER USE OF - PILOT IN COMMAND
  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) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1329

6/02/85

LAKE ODESSA, MI

A/C Reg. No. N65688

Time (Lcl) - 1700 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - STEARMAN E-75  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - UNK/NR  
No. of Seats - 2

Eng Make/Model - CONTINENTAL 220  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - UNK/NR

ELT Installed/Activated - YES/YES  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 270/005 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  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FULL STOP

Airport Proximity  
ON AIRSTRIIP

Airport Data

PRIVATE STRIP  
Runway Ident - 18  
Runway Lth/Wid - 2100/ 60  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP  
SE LAND, ME LAND

Age - 47

Biennial Flight Review

Current - YES  
Months Since - 1  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 12160  
Make/Model- 63  
Instrument- 1820  
Multi-Eng - 11750

Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 282  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

UPON LANDING THE AIRCRAFT VEERED TO THE RIGHT. POWER & LEFT RUDDER WERE APPLIED, HOWEVER, THE AIRCRAFT CONTINUED TO THE RIGHT. POWER WAS REDUCED BUT THE AIRCRAFT CONTINUED TO THE RIGHT. THE AIRCRAFT NOSED OVER AFTER COMING IN CONTACT WITH A SOFT, PLOWED FIELD. THE LANDING WAS MADE TO THE SOUTH WITH WINDS FROM 270 DEGREES AT 5 KNOTS.

Brief of Accident (Continued)

File No. - 1329

6/02/85

LAKE ODESSA, MI

A/C Reg. No. N65688

Time (Lc1) - 1700 EDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

3. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
4. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1360

6/23/85

GREGORY, MI

A/C Reg. No. N14420

Time (Lc1) - 1251 EDT

-----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	0
		Pass	0

-----Aircraft Information-----

Make/Model - BLANIK L-13  
Landing Gear - HULL  
Max Gross Wt - 1102  
No. of Seats - 2

Eng Make/Model - N/A  
Number Engines - N/A  
Engine Type - UNK/NR  
Rated Power - N/A

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 240/018 KTS  
Visibility - 30.0 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

RICHMOND  
Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE

GLIDER

Age - 22

Biennial Flight Review

Current - NO

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	-	23	Last 24 Hrs -	0
Make/Model-	2		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	4

Instrument Rating(s) - NONE

-----Narrative-----

THE GLIDER LANDED IN TREES AFTER THE SPOILER "POPPED" OPEN IN FLT DURING A TOWED TAKEOFF. THE TOW PLANE RELEASED THE GLIDER AT 300 FT AGL AFTER THE SPOILERS OPENED. THE PLT LANDED WITHOUT RETRACTING THE SPOILERS. TWO FAA INSPECTORS STATED THAT THEY CHECKED THE SPOILERS OPERATION AND THEY OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 1360

6/23/85

GREGORY,MI

A/C Reg. No. N14420

Time (Lcl) - 1251 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. SPOILER EXTENSION - INADVERTENT - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,QUALIFICATION - PILOT IN COMMAND
3. SPOILER RETRACTION - NOT PERFORMED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,EXPERIENCE - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. IN-FLIGHT PLANNING/DECISION - MISJUDGED - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE,QUALIFICATION - PILOT IN COMMAND
8. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
9. IMPROPER USE OF PROCEDURE,EXPERIENCE - PILOT IN COMMAND
10. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,8

Factor(s) relating to this accident is/are finding(s) 2,4,5,6,7,9,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1366

9/28/85

HASTINGS, MI

A/C Reg. No. N3025S

Time (Lcl) - 1515 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-LANDING				

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire Crew Fatal  
NONE Pass 0 0 0 1  
0 0 0 1

-----Aircraft Information-----

Make/Model - CESSNA 150  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1600  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 210/010 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

HASTINGS  
Runway Ident - 27  
Runway Lth/Wid - 2350/ 190  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND  
GLIDER

Age - 39  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 72  
Make/Model- 55  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 2  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS COMPETING IN A SPOT LANDING CONTEST. THE AIRCRAFT WAS REPORTEDLY OBSERVED ABOUT 4 TO 5 FEET AGL AND SLOW JUST BEFORE IT CONTACTED THE GRASS RUNWAY. THE NOSEGEAR FAILED, DUG INTO THE GROUND, RESULTING IN A NOSE OVER.

Brief of Accident (Continued)

File No. - 1366

9/28/85

HASTINGS,MI

A/C Reg. No. N3025S

Time (Lcl) - 1515 EDT

-----  
Occurrence #1       HARD LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  2.       IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
  3. FLARE - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2       NOSE GEAR COLLAPSED  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD
  5. TERRAIN CONDITION - SOFT
- 

Occurrence #3       NOSE OVER  
Phase of Operation   LANDING - ROLL

-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1251      5/05/85      LAKEVILLE,MN      A/C Reg. No. N2475L      Time (Lcl) - 1412 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
DESTROYED

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model      - PIPER PA-38-112  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1670  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-235-L2C  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 112 HP

ELT Installed/Activated - YES-UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING

Method      - N/A

Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- CALM

Visibility      - 10.0      SM

Lowest Sky/Clouds      - 9000 FT

Lowest Ceiling      - 9000 FT BROKEN

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

LAKEVILLE,MN

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A

Runway Lth/Wid      - N/A

Runway Surface      - N/A

Runway Status      - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 26

Biennial Flight Review

Current      - UNK/NR

Months Since      - UNK/NR

Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 2150

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS OBSERVED TO ENTER A SPIN FROM APRX 3000 FT AGL. THE ACFT CONTINUED THE SPIN TO GROUND CONTACT WHICH WITNESSES STATED OCCURRED AS THE ACFT SEEMED TO LEVEL OFF. WITNESSES ALSO REPORTED SEEING THE ACFT PERFORM AEROBATICS, WHICH INCLUDED LOOPS, PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1251

5/05/85

LAKEVILLE, MN

A/C Reg. No. N2475L

Time (Lc1) - 1412 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
2. STALL/SPIN - INTENTIONAL - PILOT IN COMMAND
3. PULL-UP - DELAYED - PILOT IN COMMAND
4. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1361

7/03/85

THIEF RIVER FL,MN

A/C Reg. No. N8400K

Time (Lc1) - 1010 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	0	0	0	1
Flight Conducted Under	-14 CFR 137	0	0	0	0
Accident Occurred During	-DESCENT				

-----Aircraft Information-----

Make/Model - GRUMMAN ACFT ENG COR-SCH G-164BEng Make/Model - PRATT&WHITNEY R1340

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 6075

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 600 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 210/013 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

DEANS AIRPORT

Runway Ident - 90

Runway Lth/Wid - 2640/ 50

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 30

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2000

Make/Model- 115

Instrument- 0

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 115

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND SHORTLY AFTER TAKEOFF ABOUT 800 FT FROM THE END OF THE RWY. THE PLT STATED THAT AT ABOUT 5 PT AFL THE ACFT STALLED AND FELL INTO A FIELD OFF THE END OF THE RWY.

Brief of Accident (Continued)

File No. - 1361

7/03/85

THIEF RIVER FL,MN

A/C Reg. No. N8400K

Time (Lc1) - 1010 CDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT

Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. STALL - INTENTIONAL - PILOT IN COMMAND
2. AIRSPEED(VLOF) - INATTENTIVE - 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. - 1335      7/28/85      MADELIA, MN      A/C Reg. No. N7619K      Time (Lc1) - 1830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	1	0
				0	1	0

-----Aircraft Information-----

Make/Model - PIPER PA-20	Eng Make/Model - LYCOMING O-290-D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 135 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	MOLBRIDGE,SD	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	AUSTIN, MN	UNKNOWN
Wind Dir/Speed- 300/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1228
SE LAND	Months Since - UNK/NR	Make/Model- 1228
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 39

Instrument Rating(s) - NONE

-----Narrative-----

DURING CRUISE ENGINE POWER WAS LOST. THE PILOT WAS UNABLE TO RESTART THE ENGINE. DURING LANDING IN AN OATS FIELD THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1335

7/28/85

MADILIA,MN

A/C Reg. No. N7619K

Time (Lcl) - 1830 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - CONTAMINATION
2. FLUID,FUEL - WATER
3. REFUELING - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - CROP

Occurrence #4      NOSE OVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - CROP

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1233      3/07/85      LEMAY, MO      A/C Reg. No. N5741U      Time (Lcl) - 1315 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation      -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under      -14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During      -LANDING			0	0	3
					None
					0

-----Aircraft Information-----

Make/Model      - PIPER PA-140	Eng Make/Model      - LYCOMING O-320-E3D	ELT Installed/Activated      - YES/YES
Landing Gear      - TRICYCLE-FIXED	Number Engines      - 1	Stall Warning System      - YES
Max Gross Wt      - 2150	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 4	Rated Power      - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method      - N/A	HEBER SPRINGS, AK	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	CREVE COEUR, MO	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      - DIRT
Lowest Sky/Clouds      - CLEAR	Type of Clearance      - NONE	Runway Status      - DRY
Lowest Ceiling      - NONE	Type Apch/Lndg      - FORCED LANDING	
Obstructions to Vision      - NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current      - YES	Total      - 295
SE LAND	Months Since      - 19	Make/Model-      41
	Aircraft Type      - PA-140	Instrument-      4
		Last 24 Hrs      - 4
		Last 30 Days      - 27
		Last 90 Days      - 68

Instrument Rating(s)      - NONE

-----Narrative-----

THE ACFT SUSTAINED SUBSTANTIAL DAMAGE DURING A FORCED LANDING FOLLOWING A LOSS OF POWER. POST ACCIDENT INSPECTION OF THE ACFT REVEALED NO FUEL WAS PRESENT IN EITHER FUEL TANK AND THERE WAS NO EVIDENCE OF FUEL SPILLAGE AT THE ACCIDENT SITE.

Brief of Accident (Continued)

File No. - 1233

3/07/85

LEMAY,MO

A/C Reg. No. N5741U

Time (Lcl) - 1315 CST

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    CRUISE

Finding(s)

1. FLUID,FUEL - EXHAUSTION
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

-----

-----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. - 1272      6/16/85      GRAVOIS MILLS, MO      A/C Reg. No. N1141L      Time (Lcl) - 1935 CDT

-----Basic Information-----

Type Operating Certificate	-NONE (GENERAL AVIATION)	Aircraft Damage					
		DESTROYED					
Type of Operation	-PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 91	NONE	Pass	1	Serious	Minor	None
Accident Occurred During	-DESCENT			1	0	0	0

-----Aircraft Information-----

Make/Model	- HILDEBRAND SPEZIO SPORT DAL-1	Eng Make/Model	- LYCOMING O-290-G	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 125 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	OSAGE BEACH, MO			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- N/A
Wind Dir/Speed	- 180/008 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 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	- NONE	Type Apch/Lndg	- NONE		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - UNK/NR	Total - 4000	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-----

WITNESSES REPORTED THAT THE ACFT MADE AT LEAST TWO COMPLETE CIRCLES OVER A COVE ON LAKE OF THE OZARKS AT LOW ALT. PART OF THE ACFT TRACK TOOK IT OVER THE SOUTHEAST SHORELINE WHERE SEVERAL LAKE HOMES ARE LOCATED. DURING THE THIRD CIRCLE, AS THE ACFT APPROACHED THE LAKE IN A RT TURN, THE RT WING DROPPED ABRUPTLY. THE ACFT DESCENDED AND HIT A COVERED BOAT DOCK. THE ACFT THEN FELL INTO THE LAKE BESIDE THE DOCK.

Brief of Accident (Continued)

File No. - 1272

6/16/85

GRAVOIS MILLS,MO

A/C Reg. No. N1141L

Time (Lc1) - 1935 CDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

Finding(s)

1. BUZZING - PERFORMED - PILOT IN COMMAND
  2. STALL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

3. OBJECT - BUILDING(NONRESIDENTIAL)
- 

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - WATER, GLASSY
- 

-----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. - 1349      8/29/85      GRAVOIS MILLS,MO      A/C Reg. No. N6982H      Time (Lcl) - 1110 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	3
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 172 M	Eng Make/Model - LYCOMING O-320 SERIES	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	EAST ST. LOUIS,MO	WULFF HARBOR
Wind Dir/Speed- 210/010 KTS	ATC/Airspace	Runway Ident - 70
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2550/ 40
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 15000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - ROUGH
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAWN		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 359
SE LAND	Months Since - 10	Make/Model- 53
HELICOPTER	Aircraft Type - 47-G2A	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 41
		Rotorcraft - 144

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTS THAT HE BEGAN HIS TAKEOFF ON RWY 07 WHICH IS 2550 FT LONG, HAS AN ASPHALT SURFACE AND A DOWNHILL SLOPE. PLT SAID THE RWY IS ROUGH. HE SAID THE ACFT DID NOT ACHIEVE THE SPEED DESIRED AND HE REDUCED POWER TO ABORT. HE THEN DECIDED TO ATTEMPT THE TAKEOFF AGAIN AND READVANCED THE THROTTLE. THE ACFT BECAME AIRBORNE BUT STALLED AND CRASHED INTO TREES OFF THE END OF THE RWY.

Brief of Accident (Continued)

File No. - 1349

8/29/85

GRAVOIS MILLS, MO

A/C Reg. No. N6982H

Time (Lcl) - 1110 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - TREE(S)

Occurrence #2 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

2. ABORT - INITIATED - PILOT IN COMMAND
3. ABORT - NOT PERFORMED - PILOT IN COMMAND
4. LIFT-OFF - DELAYED - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1228      8/31/85      KAHOKA, MO      A/C Reg. No. N64264      Time (Lcl) - 1750 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

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
0  
0

Minor  
1  
1

None  
0  
0

-----Aircraft Information-----

Make/Model      - CESSNA 172M  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2300  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-320-E2D  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 HP

ELT Installed/Activated - YES-UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 180/010 KTS  
Visibility      - 20.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
LEXINGTON, MO  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - GO AROUND

Airport Proximity  
ON AIRPORT

Airport Data  
MUNICIPAL

Runway Ident      - 28  
Runway Lth/Wid      - 2750/ 140  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - UNK/NR  
Biennial Flight Review  
Current      - YES  
Months Since      - 9  
Aircraft Type      - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total      - 332      Last 24 Hrs - 1  
Make/Model- 186      Last 30 Days- UNK/NR  
Instrument- UNK/NR      Last 90 Days- 12  
Multi-Eng - UNK/NR      Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT AS HE TURNED FINAL, THE AIRSPEED INCREASED AND HE COULD NOT SLOW DOWN SO THE ACFT TOUCHED DOWN FAST. WHEN HE ATTEMPTED A LAST MINUTE GO-AROUND, THE ACFT HIT A CONCRETE FILLED METAL POLE, WENT OFF THE END OF THE RWY, ACROSS A STREET AND INTO A SOY BEAN FLD WHERE IT NOSED FORWARD TO AN INVERTED POSITION.

Brief of Accident (Continued)

File No. - 1228

8/31/85

KAHOKA, MO

A/C Reg. No. N64264

Time (Lc1) - 1750 CDT

-----  
Occurrence #1            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
  3. GO-AROUND - DELAYED - PILOT IN COMMAND
  4. OBJECT - AIRPORT FACILITY
- 

Occurrence #2            NOSE OVER  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1230      8/31/85      BRIDGETON,MO      A/C Reg. No. N2560E      Time (Lcl) - 1540 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	1	1	0	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - AERONCA 7AC	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 65 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ST. CHARLES,MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 140/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 4000 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 - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 950
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 55
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A WITNESS OBSERVED THE ACFT FLYING IN AN EASTERLY DIRECTION AT AN ALT OF 200 TO 300 FT AGL. THE ACFT THEN MADE A 180 DEG TURN TO A WESTERLY HEADING. AFTER FLYING A DISTANCE OF APRX 2000 FT, THE ACFT ENTERED A LEFT TURN AND DOVE INTO A SQUASH FLD. POST ACCIDENT INSPECTION OF THE ACFT AND ENG FAILED TO DISCLOSE ANY MECHANICAL FAILURE/MALFUNCTION.

Brief of Accident (Continued)

File No. - 1230

8/31/85

BRIDGETON,MO

A/C Reg. No. N2560E

Time (Lc1) - 1540 CDT

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation       MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  3. LOW PASS - PERFORMED - PILOT IN COMMAND
  4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
  5. STALL/SPIN - 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) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1368      8/31/85      MONTGOMERY CITY,MO      A/C Reg. No. N39061      Time (Lcl) - 1815 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -INSTRUCTIONAL	Fire	Crew	0	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -TAKEOFF					None

-----Aircraft Information-----

Make/Model - GRUMMAN AMERICAN AA-1C	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 - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WENTZVILLE,MO	MONTGOMER-WEHRMAR
Wind Dir/Speed- 150/009 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2380/ 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 - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 63
	Months Since - N/A	Make/Model- 62
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 31
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

N39061 COLLIDED WITH TREES AT THE EDGE OF THE ARPT AFTER TAKEOFF FROM A 2,380 FT LONG, TURF & GRAVEL RWY. THERE WAS ON 80' LEFT CROSSWIND AT 10 KTS AND THE DENSITY ALT WAS 3,000 FT. THE ARPT OPERATOR SAID THE ACFT BECAME AIRBORNE AT A SLOWER THAN NORMAL SPEED AFTER A LONG TAKEOFF ROLL. AS THE ACFT APPROACHED THE TREES OFF THE END OF THE RWY, THE RT WING DROPPED. THE ACFT THEN HIT THE TREES AND FELL TO THE GROUND INVERTED. NNEITHER THE STUDENT PLT NOR HIS PASSENGER WERE INJURED.

Brief of Accident (Continued)

File No. - 1368

8/31/85

MONTGOMERY CITY, MO

A/C Reg. No. N39061

Time (Lc1) - 1815 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIFT-OFF - PREMATURE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
3. 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) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1313      9/01/85      DEEPWATER, MO      A/C Reg. No. N3943L      Time (Lcl) - 0915 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model      - CESSNA 172G  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2300  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL O-300-D  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 145 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 180/004 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
CARTHAGE, MO  
Destination  
CLINTON, MO

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      - GRASS/TURF  
Runway Status      - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 51

Biennial Flight Review

Current      - YES  
Months Since      - 13  
Aircraft Type      - 172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1036	Last 24 Hrs	- 2
Make/Model-	256	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	20

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS CRUSING AT 2,000 FT, 50 MIN AFTER TAKEOFF WHEN THE ENG BEGAN RUNNING ROUGH, LOST RPM, AND THEN QUIT. THE PLT MADE A FORCED LANDING IN A SMALL FLD AND THE COLLIDED WITH TREES DURING THE LANDING ROLL. THE INVESTIGATION, WHICH INCLUDED RUNNING THE ENG TO 1800 RPM, FAILED TO REVEAL ANY EVIDENCE TO EXPLAIN THE REPORTED LOSS OF POWER.

Brief of Accident (Continued)

File No. - 1313

9/01/85

DEEPWATER,MO

A/C Reg. No. N3943L

Time (Lc1) - 0915 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      CRUISE - NORMAL

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE
4. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1309

9/21/85

CAMERON, MO

A/C Reg. No. N46175

Time (Lcl) - 1500 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
Pass	0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172I  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2150  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS  
Method - TELEPHONE  
Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 130/010 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds -

Lowest Ceiling - 500 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - DRIZZLE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BEATRICE, NE

Destination

BOWLING GREEN, MO

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MUNICIPAL

Runway Ident - 35

Runway Lth/Wid - 3200/ 50

Runway Surface - ASPHALT

Runway Status - WET

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 38

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - 170

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1069 Last 24 Hrs - 4

Make/Model- 345 Last 30 Days- UNK/NR

Instrument- 38 Last 90 Days- 91

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE WAS AWARE OF THE IFR CONDITIONS ENROUTE BUT WAS NOT EXPECTING THEM SO SOON. WHEN HE WAS WITHIN FOUR MINUTES OF HIS LANDING AIRPORT, THE WEATHER TURNED VERY BAD BUT HE DECIDED TO CONTINUE. VISIBILITY WAS SO BAD THAT HE HAD TO TURN TO MISS THE HANGAR COMPLEX. HE TOUCHED DOWN ON THE RUNWAY AS HE CROSSED IT, CLIMBED OVER TREES AND STALLED INTO A PLANTED FIELD.

Brief of Accident (Continued)

File No. - 1309

9/21/85

CAMERON, MO

A/C Reg. No. N46175

Time (Lc1) - 1500 CDT

Occurrence #1

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
2. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND
3. WEATHER CONDITION - FOG
4. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND
5. WEATHER CONDITION - RAIN
6. WEATHER CONDITION - LOW CEILING
7. TERRAIN CONDITION - NONE SUITABLE
8. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,8

Factor(s) relating to this accident is/are finding(s) 1,3,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1352      9/21/85      LEBANON, MO      A/C Reg. No. N3826      Time (Lcl) - 1200 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	2	0
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - LON J. MCKNIGHT FLYBABY 1A	Eng Make/Model - CONTINENTAL A75	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 75 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LEBANON, MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LEBANON
Wind Dir/Speed- 180/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 80	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 526
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

AFTER WASHING HIS AIRCRAFT THE PLT DPTD THE AIRPORT FOR A LCL FLIGHT. THE FLIGHT LASTED FOR APPROX. 30 MIN. WHEN THE PLT STATED THE END BEGAN RUNNING ROUGH. A PRECAUTIONARY LANDING WAS MADE TO THE AIRPORT. THE ACFT STALLED IMPACTING THE GROUND SHORT OF THE RWY. THE ACFT IMPACTED THE GROUND AT AN APPROXIMATE 40 DEGREE ANGLE. INSP OF THE ACFT ENGINE DID NOT REVEAL ANY MECHANICAL MALFUNCTION.

Brief of Accident (Continued)

File No. - 1352

9/21/85

LEBANON, MO

A/C Reg. No. N3826

Time (Lc1) - 1200 CDT

Occurrence #1      LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - GROUND
3. STALL - INADVERTENT - PILOT IN COMMAND
4. PROPER GLIDEPATH - NOT ATTAINED - PILOT IN COMMAND
5. TERRAIN CONDITION - GROUND
6. STALL - INADVERTENT - PILOT IN COMMAND
7. PROPER GLIDEPATH - NOT ATTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1315      10/03/85      KANSAS CITY,MO      A/C Reg. No. N8047N      Time (Lcl) - 1510 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  
ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2

-----Aircraft Information-----

Make/Model    - PIPER PA-28-140  
Landing Gear   - TRICYCLE-FIXED  
Max Gross Wt   - 1950  
No. of Seats   - 4

Eng Make/Model - LYCOMING O-320-E2A  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 150 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing    - NO RECORD OF BRIEFING  
Method        - N/A  
Completeness   - N/A  
Basic Weather   - VMC  
Wind Dir/Speed- 210/015 KTS  
Visibility     - 20.0 SM  
Lowest Sky/Clouds -  
Lowest Ceiling        - 12000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation        - NONE  
Condition of Light    - DAYLIGHT

Itinerary

Last Departure Point  
KANSAS CITY,MO

Destination  
WARRENSBURG,MO

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance   - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

UNKNOWN  
Runway Ident        - N/A  
Runway Lth/Wid     - N/A  
Runway Surface     - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - UNK/NR  
Biennial Flight Review  
Current        - YES  
Months Since   - 1  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	63	Last 24 Hrs	-	1
Make/Model-	15	Last 30 Days-	UNK/NR		
Instrument-	2	Last 90 Days-	40		

Instrument Rating(s) - NONE

-----Narrative-----

THE PIPER PA-28-140 WAS DEPARTING THE KANSAS CITY, MO AREA FOR A VFR, NO FLIGHT-PLAN FLIGHT TO WARRENSBURG, MO. WITNESSES STATED THAT THE AIRPLANE APPEARED TO LIFT OFF PREMATURELY AND REMAINED EFFECTIVELY STALLED UNTIL IMPACT TWO MIN LATER IN A DRIVE-IN-THEATER. THE PROPELLER AND WINGS IMPACTED THE SPEAKER POLES. A POST-IMPACT FUEL LEAK STARTED AN ENGINE COMPARTMENT FIRE.

Brief of Accident (Continued)

File No. - 1315

10/03/85

KANSAS CITY, MO

A/C Reg. No. N8047N

Time (Lcl) - 1510 CDT

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED(VLOF) - INADEQUATE - PILOT IN COMMAND
  2. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      TAKEOFF - INITIAL CLIMB

-----

Occurrence #3            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - UTILITY POLE(MARKED)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1273      10/05/85      GRAVOIS MILLS,MO      A/C Reg. No. N1347J      Time (Lcl) - 0920 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	Injuries		
		Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model    - ROCKWELL 112A  
Landing Gear   - TRICYCLE-RETRACTABLE  
Max Gross Wt   - 2650  
No. of Seats   - 4

Eng Make/Model - LYCOMING IO-360-C1D6  
Number Engines - 1  
Engine Type    - RECIP-FUEL INJECTED  
Rated Power    - 200 HP

ELT Installed/Activated - YES-UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing        - FSS  
Method            - TELEPHONE  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed-   290/014 KTS  
Visibility        - 20.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling    - NONE  
Obstructions to Vision- NONE  
Precipitation     - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
KANSAS CITY,MO  
Destination  
GRAVOIS MILLS,MO

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

WULFF HARBOR  
Runway Ident       - 27  
Runway Lth/Wid    - 2575/ 40  
Runway Surface    - ASPHALT  
Runway Status     - DRY

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance   - VFR  
Type Apch/Lndg      - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 56

Biennial Flight Review

Current            - YES  
Months Since      - 12  
Aircraft Type      - 112A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	349	Last 24 Hrs	-	1
Make/Model	-	134	Last 30 Days	-	UNK/NR
Instrument	-	7	Last 90 Days	-	23

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED ON FINAL WITH THE GEAR DOWN, FLYING ALONG A RIDGE THAT WAS BESIDE A LAKE. WITNESSES STATED THAT IT WAS BELOW THE ELEVATION OF THE ARPT THAT WAS ON TOP OF THE HILL. TWO WITNESSES ALSO STATED THAT THE ENG WAS RUNNING BUT NOT AT FULL PWR. WHEN THE ACFT WAS JUST SHORT OF THE HILL, IT MADE A STEEP 180 DEG TURN TO THE RIGHT AND DESCENDED INTO THE WATER AND FLIPPED FORWARD TO THE INVERTED POSITION. THE PLT AND HIS WIFE WERE STILL ALIVE FOR THE THREE OR FOUR MINUTES THAT THE ACFT REMAINED AFLOAT. IT WAS RECOVERED IN 15 FT OF WATER.

Brief of Accident (Continued)

File No. - 1273

10/05/85

GRAVOIS MILLS, MO

A/C Reg. No. N1347J

Time (Lc1) - 0920 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation APPROACH

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. - 1304

10/12/85

PACIFIC,MO

A/C Reg. No. N5382C

Time (Lcl) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire NONE  
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 140A  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1500  
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-90-12F  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 90 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - 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 - 5.0 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - 3000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ST. LOUIS,MO  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

DAMPHU ACRES  
Runway Ident - 33  
Runway Lth/Wid - 1800 -UNK/NR  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 34  
Biennial Flight Review  
Current - YES  
Months Since - 12  
Aircraft Type - 140A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 299	Last 24 Hrs - 1
Make/Model- 299	Last 30 Days- UNK/NR
Instrument- 2	Last 90 Days- 66
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE HAD ROLLED FOR 100 FEET WHEN THE LEFT WHEEL HIT A MOUND OF DIRT LEFT BY A POKED GOPHER. THE WHEELPANT BRACKET CONTACTED THE TIRE AND ACTED AS A BRAKE. AIRPLANE NOSED FORWARD TO THE INVERTED POSITION.

Brief of Accident (Continued)

File No. - 1304

10/12/85

PACIFIC,MO

A/C Reg. No. N5382C

Time (Lc1) - 1430 CDT

-----  
Occurrence #1            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - DIRT BANK
  2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #2            NOSE OVER  
Phase of Operation      LANDING - ROLL

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1303      10/12/85      CHESTERFIELD, MO      A/C Reg. No. N72060      Time (Lcl) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	0	0	0	1
Accident Occurred During	-LANDING	NONE	0	0	0	0
		Crew Pass				

-----Aircraft Information-----

Make/Model	- BEECH A36	Eng Make/Model	- CONTINENTAL IO-550-B	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 230/011 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 3500 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point KIRKSVILLE, MO</p> <p>Destination 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 - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>SPIRIT OF ST. LOUIS</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
---	--	--

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 256
SE LAND	Months Since - 0	Make/Model- 158
	Aircraft Type - UNK/NR	Instrument- 58
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 35
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS ON AN IFR FLIGHT PLAN FLIGHT WHEN THE ENGINE ALTERNATOR FAILED AND THE AIRCRAFT BATTERY BECAME SO DEPLETED THAT THE NAV AND COM EQUIPMENT FAILED. PILOT WAS ABLE TO DESCEND TO VFR CONDITIONS. HE STATED HE USED THE CHECKLIST TO MANUALLY EXTEND THE LANDING GEAR BUT EACH TIME HE RELEASED THE CRANK, IT TURNED IN A REVERSE DIRECTION BY ITSELF AND HE FANALLY ELECTED TO LAND GEAR-UP ALONGSIDE THE RUNWAY. HE LATER STATED THAT HE DID HAVE THE GEAR HANDLE DOWN BUT FORGOT TO PULL THE LANDING GEAR MOTOR CIRCUIT BREAKER.

Brief of Accident (Continued)

File No. - 1303

10/12/85

CHESTERFIELD,MO

A/C Reg. No. N72060

Time (Lc1) - 1700 CDT

Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      DESCENT - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM,ALTERNATOR - FAILURE,PARTIAL
2. ELECTRICAL SYSTEM,BATTERY - FAILURE,PARTIAL
3. ELECTRICAL SYSTEM,BATTERY - EXHAUSTION

Occurrence #2      COMPLETE GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. CHECKLIST - DISREGARDED - PILOT IN COMMAND
5. EMERGENCY PROCEDURE - NOT MAINTAINED - PILOT IN COMMAND
6. ELECTRICAL SYSTEM,CIRCUIT BREAKER - IMPROPER

-----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. - 1307      10/17/85      OSAGE BEACH,MO      A/C Reg. No. N936S      Time (Lcl) - 1415 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

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor  
0            0  
0            0

None  
1  
5

-----Aircraft Information-----

Make/Model        - BEECH H-18  
Landing Gear      - TAILWHEEL-RETRACTABLE MAINS  
Max Gross Wt      - 9900  
No. of Seats      - 11

Eng Make/Model - P & W R-985-AN-14B  
Number Engines - 2  
Engine Type     - RECIPROCATING-CARBURETOR  
Rated Power     - 450 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing        - FSS  
Method            - ACFT RADIO  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather     - VMC  
Wind Dir/Speed- 220/010 KTS  
Visibility        - 12.0 SM  
Lowest Sky/Clouds - 8000 FT SCATTERED  
Lowest Ceiling    - 10000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation     - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ACWORTH,GA  
Destination  
OSAGE BEACH,MO

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance   - IFR  
Type Apch/Lndg      - TRAFFIC PATTERN  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

LINN CREEK/GRAND GLAIZE  
Runway Ident      - 14  
Runway Lth/Wid   - 3205/ 60  
Runway Surface   - MACADAM  
Runway Status     - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND,ME LAND

Age - 47  
Biennial Flight Review  
Current            - YES  
Months Since      - 5  
Aircraft Type     - 500

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total            - 2675  
Make/Model-      310  
Instrument-       540  
Multi-Eng        - 1925  
Last 24 Hrs - 5  
Last 30 Days- UNK/NR  
Last 90 Days- 100  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON FIANL APPROACH TO LAND ON RWY 14 AT THE LINN CREEK/GRAND GLAIZE AIRPORT THE PLT BEGAN TO APPLY PRW TO THE TWO ENGINES TO ARREST THE DESCENT OF THE APPROACH. THE PLT FINALLY HAD FULL PWR APPLIED BUT THE ACFT IMPACTED. THE GROUND SHORT OF THE RWY. THE PLT STATED HE WAS SURE HE WAS COUGHT IN A DOWNDRAFT AND WAS UNABLE TO FLY OUT OF IT. WIND CONDITIONS FOR THE AIRPORT INDICATED ONLY A SLIGHT HEADWIND FOR THE FIANL APPROACH. WEATHER REPORTING STATIONS FOR THE SURROUNDING AREA INDICATED WINDS BLOWING GENERALLY FROM THE SOUTHWEST AT 9 TO 12 KNOTS. NO MECHANICAL DESCREPARNCIES WAS NOTED BY THE PLT OR AS OBSERVED DURING AN INSPECTION OF THE ACFT.

Brief of Accident (Continued)

File No. - 1307

10/17/85

OSAGE BEACH, MO

A/C Reg. No. N936S

Time (Lcl) - 1415 CDT

-----  
Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
  2.    COMPENSATION FOR WIND CONDITIONS - DELAYED - PILOT IN COMMAND
- 

Occurrence #2        UNDERSHOOT  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. TERRAIN CONDITION - GROUND
  4.    PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1283      6/02/85      OLIVE BRANCH,MS      A/C Reg. No. N49995      Time (Lcl) - 1634 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity 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	OLIVE BRANCH
Wind Dir/Speed- 190/011 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 100
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE	PRECAUTIONARY LANDIN	
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 100
SE LAND	Months Since - 12	Last 24 Hrs - 2
	Aircraft Type - C-152	Make/Model- 50
		Instrument- 10
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 4
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS RETURNING TO ARPT WITH KNOWN LOW FUEL STATE. THE PLANNED LANDING WAS TO BE ON RWY 18 BUT WHILE APPROACHING THE ARPT, THE ENG MISSED. THE PLT ELECTED TO LAND ON RWY 36 WITH A TAILWIND AND CONFLICTING TRAFFIC. THE CONFLICTING TRAFFIC CLEARED THE RWY AND THE ACFT WAS FORCED ONTO THE RWY AND A PORPOISING ACTION RESULTED. THE LEFT WHEEL BROKE AWAY AND THE ACFT CAME TO A STOP JUST OFF THE NORTH END ON RWY 36.

Brief of Accident (Continued)

File No. - 1283

6/02/85

OLIVE BRANCH, MS

A/C Reg. No. N49995

Time (Lc1) - 1634 CDT

Occurrence #1      LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation      APPROACH

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND
4. AIRCRAFT SERVICE - NOT PERFORMED - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
6. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
7. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
8. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

10. WEATHER CONDITION - UNFAVORABLE WIND
11. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
12. AIRSPEED(VREF) - EXCESSIVE - PILOT IN COMMAND
13. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
14. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5,6,7,8,11,12

Factor(s) relating to this accident is/are finding(s) 3,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1205      8/03/85      HATTIESBURG, MS      A/C Reg. No. N7952G      Time (Lcl) - 1845 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE		0	0	0	1
Accident Occurred During	-LANDING						

-----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-----

<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        - 10.0    SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling    - NONE</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation     - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="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      - GO AROUND</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRSTRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">SKYWAYS</p> <p>Runway Ident        - 21</p> <p>Runway Lth/Wid     - 2500 -UNK/NR</p> <p>Runway Surface     - DIRT</p> <p>Runway Status      - UNK/NR</p>
---	--	---

-----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 - 48</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            - 630</p> <p>Make/Model-      161</p> <p>Instrument-       22</p> <p>Multi-Eng -       1</p> <p>Last 24 Hrs -     1</p> <p>Last 30 Days-    UNK/NR</p> <p>Last 90 Days-     4</p>
--	---	--

Instrument Rating(s) - NONE

-----Narrative-----

DURING A FULL-FLAP APPROACH TO LANDING, THE PILOT SAW THAT THE ACFT WAS GOING TO LAND LONG AND HE INITIATED A GO-AROUND. HE BEGAN RETRACTING THE FLAPS AT THE SAME TIME, AND THE ACFT STARTED TO SETTLE. THE PILOT THEN ELECTED TO CONTINUE THE LANDING STRAIGHT AHEAD INTO A WEEDED AREA. DURING ROLLOUT, THE NOSEWHEEL ASS'Y COLLAPSED AND THE ACFT NOSED OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 1205

8/03/85

HATTIESBURG, MS

A/C Reg. No. N7952G

Time (Lc1) - 1845 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
2. GO-AROUND - IMPROPER - PILOT IN COMMAND
3. RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND

Occurrence #2 OVERRUN  
Phase of Operation LANDING - ROLL

Occurrence #3 NOSE GEAR COLLAPSED  
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION .

Occurrence #4 NOSE OVER  
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1343

8/10/85

BENTON, MS

A/C Reg. No. N731TS

Time (Lc1) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR-137

Accident Occurred During -TAKEOFF

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA A188B  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 3300  
No. of Seats - 1

Eng Make/Model - CONTINENTAL IO 520-D  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 300 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 12.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRSTRIP

Airport Data

Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - UNK/NR  
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 34  
Biennial Flight Review  
Current - UNK/NR  
Months Since - 0  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	7846
Last 24 Hrs	5
Make/Model-	1200
Instrument-	0
Last 30 Days-	0
Last 90 Days-	260

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ATTEMPTED TO TAKEOFF ON THE RWY A DURING TAKEOFF GROUND RUN THE ACFT LIFTED OFF PREMATURELY AND STALLED INTO HIGH VEGETATION. THE PLT STATED THAT THE GRASS ON THE RUNWAY SHOULD HAVE BEEN CUT BEFORE IT GOT TOO TALL.

Brief of Accident (Continued)

File No. - 1343

8/10/85

BENTON,MS

A/C Reg. No. N731TS

Time (Lc1) - 1700 CDT

-----  
Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
2. LIFT-OFF - PREMATURE - PILOT IN COMMAND
3. STALL/MUSH - INITIATED - PILOT IN COMMAND
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

-----  
-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1287      8/17/85      WINTERVILLE, MS      A/C Reg. No. N4762Q      Time (Lcl) - 1600 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	ON GROUND	Pass	0	Serious	Minor	None
Accident Occurred During	-DESCENT			0	0	0	1
				0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA A-188B	Eng Make/Model	- CONTINENTAL IO-520-D	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES	
Max Gross Wt	- 3300	Engine Type	- RECIP-FUEL INJECTED			
No. of Seats	- 1	Rated Power	- 300 HP			

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- N/A
Wind Dir/Speed	- CALM	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 7.0 SM	Type of Flight Plan	- NONE	Runway Surface	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 665	Last 24 Hrs - 5
SE LAND	Months Since - 17	Make/Model - 275	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 65

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING PULL-UP FROM A SWATH, THE ACFT STALLED & DESCENDED INTO TREES. THE PLT RELATED THAT HE PULLED UP INTO A TIGHT TURN CAUSING THE ACFT TO STALL.

Brief of Accident (Continued)

File No. - 1287

8/17/85

WINTERVILLE, MS

A/C Reg. No. N4762Q

Time (Lc1) - 1600 CDT

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation       MANEUVERING - AERIAL APPLICATION

Finding(s)

1. PULL-UP - EXCESSIVE - PILOT IN COMMAND
  2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
  3. STALL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation       DESCENT - UNCONTROLLED

Finding(s)

4. OBJECT - TREE(S)
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1265      2/05/85      CHARLOTTE, NC      A/C Reg. No. N28BA      Time (Lcl) - 0653 EST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - SUPPLEMENTAL	Aircraft Damage					
Name of Carrier	-BO-S-AIRE AIRLINES, INC.	SUBSTANTIAL					
Type of Operation	-SCHEDULED, DOMESTIC, CARGO	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	Serious	Minor	None
Accident Occurred During	-LANDING			0	0	0	2
							0

-----Aircraft Information-----

Make/Model	- DOUGLAS DC-3	Eng Make/Model	- P&W R1830-9005	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 26900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 1200 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	CHARLOTTE, NC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CHARLESTON, SC	CHARLOTTE/DOUGLAS
Wind Dir/Speed - 050/008 KTS	ATC/Airspace	Runway Ident - 18L
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7845/ 150
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 4000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - ICE COVERED
Obstructions to Vision - NONE		
Precipitation - FREEZING RAIN		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 4700
SE LAND, ME LAND	Months Since - 3	Make/Model - UNK/NR
	Aircraft Type - DC-3	Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT ATTEMPTED AN INSTRUMENT DEPARTURE FROM CHARLOTTE, NC, WITHOUT DEICING THE ACFT WHICH WITNESSES STATED, HAD ICE ON THE AIRFRAME. DURING CLIMBOUT, THE PLT WAS NOT ABLE TO MAINTAIN ELEVATOR CONTROL SO HE RETURNED TO LAND AT CHARLOTTE. DURING THE LANDING ROLL THE ACFT TRAVELED OFF THE DEPARTURE END OF THE RWY. THE WINDSHIELDS WERE REPORTED TO HAVE BEEN COVERED WITH ICE AND VISUAL LOOKOUT WAS DIFFICULT.

Brief of Accident (Continued)

File No. - 1265

2/05/85

CHARLOTTE, NC

A/C Reg. No. N28BA

Time (Lc1) - 0653 EST

Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation STANDING - PRE-FLIGHT

Finding(s)

1. WING - ICE
2. ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
3. WEATHER CONDITION - ICING CONDITIONS
4. WEATHER EVALUATION - DISREGARDED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

5. FLIGHT CONTROL, ELEVATOR SURFACE - ICE
6. WEATHER CONDITION - ICING CONDITIONS
7. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #3 FORCED LANDING  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. WING, SKIN - ICE
9. FLIGHT CONTROL, ELEVATOR ATTACHMENT - ICE
10. WEATHER EVALUATION - POOR - PILOT IN COMMAND

Occurrence #4 OVERRUN  
Phase of Operation LANDING - ROLL

Finding(s)

11. WINDOW - ICE
12. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Occurrence #5 ON GROUND COLLISION WITH TERRAIN  
Phase of Operation LANDING - ROLL

Finding(s)

13. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,10,12

Factor(s) relating to this accident is/are finding(s) 1,3,5,6,7,8,9,11

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1262      4/26/85      MONROE, NC      A/C Reg. No. N2490A      Time (Lcl) - 1455 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -AERIAL OBSERVATION  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - PIPER PA-38-112  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt.      - 1670  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-235-L2C  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 112 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 240/010 KTS  
Visibility      - 20.0 SM  
Lowest Sky/Clouds      - 30000 FT THIN OVC  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
MADISON, GA

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
ON AIRPORT

Airport Data

MONROE  
Runway Ident      - 23  
Runway Lth/Wid      - 4800/ 75  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age - 27  
Biennial Flight Review  
Current      - YES  
Months Since      - 5  
Aircraft Type      - PA-23

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 1034	Last 24 Hrs	- UNK/NR
Make/Model-	446	Last 30 Days-	UNK/NR
Instrument-	28	Last 90 Days-	305
Multi-Eng	- 73	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH RWY 23 (APRX 120 FT FROM THE DEPARTURE END) FOLLOWING A LOSS OF CONTROL DURING AN INITIAL TAKEOFF CLIMB. THE ACFT WAS OBSERVED TO ENTER A STEEP CLIMB ON TAKEOFF AFTER WHICH THE RIGHT WING DROPPED. THE ACFT THEN ENTERED A SPIN PRIOR TO CONTACTING THE RWY. SEVERAL PEOPLE REPORTED HAVING SEEN THE PLT PERFORM AN ABRUPT PULL-UP DURING TAKEOFF VARIOUS TIMES PRECEEDING THE ACCIDENT FLT. EXAMINATION OF THE ACFT AND MAINTENANCE RECORDS REVEALED THAT AD 83-14-08 REGARDING INSTALLATION OF ADDITIONAL FLOW STRIPS ON THE WINGS HAD NOT BEEN COMPLIED WITH.

Brief of Accident (Continued)

File No. - 1262

4/26/85

MONROE,NC

A/C Reg. No. N2490A

Time (Lcl) - 1455 EST

Occurrence #1            ABRUPT MANEUVER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. PULL-UP - EXCESSIVE - PILOT IN COMMAND
2.        IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
6. AIRSPEED(VS) - DISREGARDED - PILOT IN COMMAND
7. MAINTENANCE, COMPLIANCE WITH AD - NOT PERFORMED - COMPANY MAINTENANCE PSNL

Occurrence #3            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

8. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1203      6/14/85      WILMINGTON, NC      A/C Reg. No. N6020U      Time (Lcl) - 1205 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - BEECH C-23  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2450  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4K  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 060/009 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 25000 FT  
Lowest Ceiling - 25000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
N. MYRTLE BEACH, SC  
Destination  
WILMINGTON, NC

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - VFR  
Type Apch/Lndg - TRAFFIC PATTERN  
STRAIGHT-IN

Airport Proximity  
ON AIRPORT

Airport Data

NEW HANOVER COUNTY  
Runway Ident - 05  
Runway Lth/Wid - 2999/ 200  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
STUDENT

Age - 40

Biennial Flight Review

Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	53	Last 24 Hrs	-	3
Make/Model	-	53	Last 30 Days	-	UNK/NR
Instrument	-	UNK/NR	Last 90 Days	-	10
Multi-Eng	-	UNK/NR	Rotorcraft	-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS MAKING A LANDING AT THE SECOND ARPT OF A X-COUNTRY FLT WHEN A CONTROLLER IN THE TOWER OBSERVED THE ACFT BOUNCE AND SPOTTED THE NOSE GEAR LYING ON THE RWY. AN ELT SIGNAL WAS ALSO RECEIVED AT THAT TIME. THE STUDENT PLT MADE A GO-AROUND AND THEN A LOW PASS SO CFR PERSONNEL COULD CHECK FOR ADDITIONAL DAMAGE. THE PLT WAS ADVISED TO MAKE A SOFT FLD LANDING AND SHUT EVERYTHING DOWN PRIOR TO LOWERING THE NOSE. THE PLT ATTEMPTED A LANDING BUT PERFORMED A GO-AROUND. THE NEXT LANDING WAS SUCCESSFUL BUT THE ACFT VEERED OFF THE SIDE OF THE RWY.

Brief of Accident (Continued)

File No. - 1203

6/14/85

WILMINGTON, NC

A/C Reg. No. N6020U

Time (Lc1) - 1205 EDT

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
  2. GO-AROUND - INITIATED - 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 DOWN  
Phase of Operation    LANDING - ROLL

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1354      6/21/85      LEXINGTON, NC      A/C Reg. No. N49214      Time (Lc1) - 1230 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 152	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination LOCAL	Airport Data BRAD BULLOCK FLD
Completeness - N/A	ATC/Airspace	Runway Ident - UNK/NR
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Wind Dir/Speed- CALM	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Visibility - 20.0 SM	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Lowest Sky/Clouds - CLEAR	FULL STOP	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING ON A PRIVATE TURF AIRSTRIP, THE NOSE WHEEL STRUCK A "POT" HOLE. THE NOSE WHEEL SEPARATED FROM THE ACFT AND THE ACFT SKIDDED TO A STOP RESULTING IN SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1354

6/21/85

LEXINGTON, NC

A/C Reg. No. N49214

Time (Lcl) - 1230 EDT

---

Occurrence ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
  2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  3. LANDING GEAR, MAIN GEAR STRUT - SEPARATION
- 

-----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. - 1244      7/15/85      STATESVILLE, NC      A/C Reg. No. 74VP      Time (Lc1) - 1915 EST

-----Basic Information-----

Type Operating Certificate	-NONE (GENERAL AVIATION)	Aircraft Damage								
		DESTROYED		Fatal	1	Serious	0	Minor	0	None
Type of Operation	-PERSONAL	Fire	NONE	Crew	1	0	0	0	0	0
Flight Conducted Under	-14 CFR 91			Pass	0	0	0	0	0	0
Accident Occurred During	-DESCENT									

-----Aircraft Information-----

Make/Model	- FAIN EVANS VP-1	Eng Make/Model	- VOLKSWAGEN 1600	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 750	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 1	Rated Power	- 55 HP			

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		RAEFORD	
Wind Dir/Speed		ATC/Airspace		Runway Ident	- 02
Visibility	- UNK/NR	Type of Flight Plan	- NONE	Runway Lth/Wid	- 2500/ 200
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 - 36	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - UNK/NR	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE UNREGISTERED EXPIRED CERTIFICATED NEWLY PURCHASED EXPERIMENTAL ACFT WAS BEING FLOWN BY THE STUDENT PLT OWNER ON HIS 1ST FLT IN THE ACFT. THE ACFT WAS SEEN TO TAKEOFF AND MAKE A RIGHT TURN AFTER WHICH IT DESCENDED INTO TALL TREES. WITNESS REPORTED HEARING NORMAL ENG SOUNDS PRIOR TO IMPACT. A FRIEND OF THE PLT STATED THE PLT PROBABLY HAD NOT ACCUMULATED MORE THAN 20-25 HRS FLT TIME IN THE LAST 4 YRS. HE CONTINUED TO STATE HE HAD FLOWN THE ACFT ON THE PREVIOUS DAY AND IT PERFORMED NORMALLY BUT THE CONTROLS WERE VERY SENSITIVE AND THE PLT HAD NEVER FLOWN AN ACFT WITH A STICK INSTEAD OF A CONTROL YOKE.

Brief of Accident (Continued)

File No. - 1244

7/15/85

STATESVILLE, NC

A/C Reg. No. 74VP

Time (Lcl) - 1915 EST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
  2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
  3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1216      8/05/85      WILMINGTON, NC      A/C Reg. No. N733NU      Time (Lc1) - 1700 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      - CESSNA 172N  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1675  
No. of Seats      - 4

Eng Make/Model - LYCOMING O-320-H2AD  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - IN PERSON  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed- 120/010 KTS  
Visibility      - 15.0      SM  
Lowest Sky/Clouds - 3500 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
FAYETTEVILLE, NC  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - VFR  
Type Apch/Lndg      - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

PILOT RIDGE  
Runway Ident      - 09  
Runway Lth/Wid      - 2750/      40  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 34

Biennial Flight Review

Current      - YES  
Months Since      - 10  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total      - 136  
Make/Model-      40  
Instrument-      0  
Last 24 Hrs - 7  
Last 30 Days- UNK/NR  
Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING ROLL THE PLT LOST DIRECTIONAL CONTROL OF THE ACFT & RAN OFF THE SIDE OF THE RWY. THE ACFT NOSED DOWN IN SOFT SOIL RESULTING IN SUBSTANTIAL DAMAGE. THE PLT REPORTED A GUST OF WIND WAS ENCOUNTERED WHICH RESULTED IN THE CONTROL LOSS.

Brief of Accident (Continued)

File No. - 1216

8/05/85

WILMINGTON, NC

A/C Reg. No. N733NU

Time (Lcl) - 1700 EDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT

Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2      NOSE DOWN

Phase of Operation      LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1212      9/30/85      ROCKY MOUNT,NC      A/C Reg. No. N1771G      Time (Lcl) - 0655 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire      Crew      0  
NONE      Pass      0

-----Aircraft Information-----

Make/Model      - CESSNA 310R  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 5500  
No. of Seats      - 6

Eng Make/Model      - CONTINENTAL IO-520-M  
Number Engines      - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 285 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-  
Visibility      - .250 SM  
Lowest Sky/Clouds      -  
Lowest Ceiling      - 100 FT-OBSCURED  
Obstructions to Vision- FOG  
Precipitation      - NONE  
Condition of Light      - DAWN

Itinerary

Last Departure Point  
WILSON,NC  
Destination  
GREER,SC

ATC/Airspace

Type of Flight Plan      - IFR  
Type of Clearance      - IFR  
Type Apch/Lndg      - STRAIGHT-IN

Airport Proximity  
ON AIRPORT

Airport Data

ROCKY MOUNT/WILSON  
Runway Ident      - 04  
Runway Lth/Wid      - 5999/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND,ME LAND

Age      - 51  
Biennial Flight Review  
Current      - YES  
Months Since      - 10  
Aircraft Type      - C-310R

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	1460	Last 24 Hrs	-	1
Make/Model	-	789	Last 30 Days	-	11
Instrument	-	67	Last 90 Days	-	32
Multi-Eng	-	798			

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE ACFT TOUCHED DOWN 150 FT SHORT OF RWY 04 AT THE ROCKY MOUNTAIN-WILSON ARPT. THE ACFT CONTACTED TWO ROWS OF APCH LIGHTS AND A GROUND DROP OFF WHICH SHEARED ALL THREE LANDING GEARS. THE FLT DEPARTED WILSON MUNICIPAL ARPT AND UPON REACHING 3700 FT THE PLT REPORTED A VIBRATION WHICH CEASED UPON REDUCTION IN PWR. THE PLT REQUESTED A LANDING AT ROCKY MOUNTAIN-WILSON ARPT WHERE A MAINTENANCE FACILITY WAS AVAILABLE. UPON VISUAL CONTACT WITH THE ARPT, THE PLT REQUESTED AND WAS GRANTED A VISUAL APCH TO RWY 04. THE PLT STATED HE HAD VIEW OF THE APCH AND RWY LIGHTS INSIDE THE OUTER MARKER BUT ONCE INSIDE THE MIDDLE MARKER, THE RWY DISAPPEARED IN FOG. PWR WAS INCREASED FROM 15 TO 18 INCHES MP, HOWEVER, THE ACFT CONTACTED THE GROUND SHORT OF THE RWY. POST ACCIDENT INSPECTION OF THE ACFT AND ENGS FAILED TO DISCLOSE ANY MECHANICAL FAILURE/MALFUNCTION.

Brief of Accident (Continued)

File No. - 1212

9/30/85

ROCKY MOUNT, NC

A/C Reg. No. N1771G

Time (Lc1) - 0655 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. ENGINE ASSEMBLY - VIBRATION
2. PLANNED APPROACH - PERFORMED - PILOT IN COMMAND
3. WEATHER CONDITION - FOG
4. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
5. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT  
Phase of Operation LANDING - ROLL

Finding(s)

6. OBJECT - APPROACH LIGHT/NAVAID

Occurrence #3 ON GROUND COLLISION WITH TERRAIN  
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1211      11/11/85      KENANSVILLE, NC      A/C Reg. No. N2012Q      Time (Lcl) - 1815 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	0	0	0	1
Flight Conducted Under	-14 CFR 91	0	0	0	2
Accident Occurred During	-LANDING				

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 177RG  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2800  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B6  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - PARTIAL, LMTD BY PILOT  
Basic Weather - VMC  
Wind Dir/Speed - CALM  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 3000 FT SCATTERED  
Lowest Ceiling - 7000 FT OVERCAST  
Obstructions to Vision - NONE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - ADF/NDB  
TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

PB RAIFORD  
Runway Ident - 22  
Runway Lth/Wid - 3700/ 100  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age - 36  
Biennial Flight Review  
Current - YES  
Months Since - 21  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 3535	Last 24 Hrs	- 2
Make/Model	- 33	Last 30 Days	- UNK/NR
Instrument	- 380	Last 90 Days	- 150
Multi-Eng	- 1535		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CONTACTED TWO PILES OF DIRT DURING A GEAR-UP LANDING. THE PLT TOOK OFF WITH INTENSIONS OF PRACTICING TOUCH AND GO LANDINGS. ON THE SECOND APCH, THE PLT WAS UNABLE TO FULLY EXTEND THE LANDING GEAR. THE PLT HAD ONE PASSENGER CHECK THE HYDRAULIC FLUID RESERVOIR AND NO HYDRAULIC FLUID WAS PRESENT. THE PLT WAS UNABLE TO FULLY EXTEND THE GEAR MANUALLY AS THE RESERVE HYDRAULIC FLUID WAS EXHAUSTED BEFORE THE GEAR WAS DOWN AND LOCKED. POST ACCIDENT INSPECTION OF THE ACFT REVEALED THE HYDRAULIC PRESSURE LINE WAS RUPTURED 18 INCHES BELOW THE HYDRAULIC PUMP ASS'Y. THE RUPTURE RESULTED FROM THE LINE RUBBING THE STABILATOR CONTROL CABLE.

Brief of Accident (Continued)

File No. - 1211

11/11/85

KENANSVILLE, NC

A/C Reg. No. N2012Q

Time (Lc1) - 1815 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation UNKNOWN

Finding(s)

1. HYDRAULIC SYSTEM, LINE - CHAFED
2. FLUID, HYDRAULIC - LEAK
3. LANDING GEAR, EMERGENCY EXTENSION ASSEMBLY - INOPERATIVE
4. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1392      6/08/85      BROADWATER,NE      A/C Reg. No. N4868R      Time (Lcl) - 0930 MDT

-----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      -DESCENT					

-----Aircraft Information-----

Make/Model      - CESSNA A-188-B	Eng Make/Model      - CONTINENTAL IO-520-D	ELT Installed/Activated      - NO -N/A
Landing Gear      - TAILWHEEL-ALL FIXED	Number Engines      - 1	Stall Warning System      - YES
Max Gross Wt      - 3300	Engine Type      - RECIP-FUEL INJECTED	
No. of Seats      - 1	Rated Power      - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method      - N/A	SAME AS ACC/INC	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	LOCAL	Runway Ident      - 35
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid      - N/A
Visibility      - 15.0      SM	Type of Flight Plan      - NONE	Runway Surface      - GRASS/TURF
Lowest Sky/Clouds      - CLEAR	Type of Clearance      - NONE	Runway Status      - DRY
Lowest Ceiling      - NONE	Type Apch/Lndg      - NONE	
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age      - 41	Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current      - YES	Total      - 4350
SE LAND,ME LAND	Months Since      - 15	Last 24 Hrs      - 3
	Aircraft Type      - UNK/NR	Make/Model- 1311
		Instrument- 830
		Multi-Eng      - 1650
		Last 30 Days- UNK/NR
		Last 90 Days- 77
		Rotorcraft      - UNK/NR

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

AG PLT REPORTS THAT THE ACFT WOULD NOT CLIMB FAST ENOUGH AFTER TAKEOFF TO CLEAR TREE STUMPS OFF THE END OF THE RUNWAY AT HIS AG STRIP. THE DENSITY ALTITUDE WAS ABOUT 6,000 AND THE PLT ACKNOWLEDGES THAT A LIGHTER LOAD WOULD HAVE ALLOWED THE ACFT TO CLIMB FAST ENOUGH TO CLEAR THE OBSTRUCTION.

Brief of Accident (Continued)

File No. - 1392

6/08/85

BROADWATER,NE

A/C Reg. No. N4868R

Time (Lcl) - 0930 MDT

Occurrence #1

Phase of Operation

Finding(s)

1. OBJECT - TREE(S)
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. AIRCRAFT WEIGHT AND BALANCE - NOT CORRECTED - PILOT IN COMMAND
4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
5. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
6. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
7. PERFORMANCE DATA - NOT IDENTIFIED - PILOT IN COMMAND

Occurrence #2

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation

DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1314

9/07/85

BRIDGEPORT,NE

A/C Reg. No. N2920E

Time (Lcl) - 1845 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -TAKEOFF

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
0  
0

Minor  
0  
2

None  
1  
1

-----Aircraft Information-----

Make/Model - CESSNA 172N  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2300  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 020/017 KTS  
Visibility - 25.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
ALLIANCE,NE

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

BRIDGEPORT MUNI  
Runway Ident - 10  
Runway Lth/Wid - 2800/ 100  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 67  
Biennial Flight Review  
Current - YES  
Months Since - 15  
Aircraft Type - 172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total - 215  
Make/Model- 50  
Instrument- 0  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

N2920E WAS TAKING OFF ON A 2,800 FT LONG, TURF RWY. THERE WAS A LT CROSSWIND OF 12 KTS AND THE DENSITY ALT WAS 5,000 FT. THE PLT SAID THE ACFT ENCOUNTERED A DIP IN THE RWY AND SWERVED TO THE LT MOMENTARILY. HE SAID HE REGAINED DIRECTIONAL CONTROL BUT THEN DECIDED TO ABORT THE TAKEOFF BECAUSE HE DIDN'T THINK THERE WAS ENOUGH RWY REMAINING. THE ACFT CONTINUED OFF THE END OF THE RWY, THROUGH A FENCE AND THEN COLLIDED WITH A COW.

Brief of Accident (Continued)

File No. - 1314

9/07/85

BRIDGEPORT, NE

A/C Reg. No. N2920E

Time (Lc1) - 1845 MDT

---

Occurrence #1      ON GROUND COLLISION WITH OBJECT

Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. OBJECT - FENCE
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. WEATHER CONDITION - CROSSWIND
  4. ABORT - DELAYED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1300      9/29/85      PITTSTOWN,NJ      A/C Reg. No. N2335R      Time (Lcl) - 0845 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	0	2	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A4A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2175	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

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 AIRPORT
Wind Dir/Speed- 260/003 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2439/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 18757
SE LAND,ME LAND	Months Since - 22	Make/Model- 6043
	Aircraft Type - UNK/NR	Instrument- 76
		Multi-Eng - 261
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 247
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN ATTEMPTED TAKEOFF ON A 2439 FT RWY, THE PLT WAS UNABLE TO APPLY BACK ELEVATOR PRESSURE THUS THE ACFT WAS PREVENTED FROM BECOMING AIRBORNE. THE ACFT TRAVELED OFF THE END OF THE RWY WHERE IT CONTACTED A FENCE AND TREES. INSPECTION OF THE ACFT DISCLOSED THE RADIO WIRING HARNESS/PLUGS FELL DOWN IN FRONT OF THE CONTROL COLUMN SPROCKET ASS'Y THEREBY RESTRICTING THE CONTROL COLUMNS AFT MOVEMENT.

Brief of Accident (Continued)

File No. - 1300

9/29/85

PITTSTOWN,NJ

A/C Reg. No. N2335R

Time (Lcl) - 0845 EDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. FLIGHT CONTROL,ELEVATOR - MOVEMENT RESTRICTED
2. ELECTRICAL SYSTEM,ELECTRIC WIRING - LOOSE

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      OTHER

Finding(s)

3. OBJECT - FENCE
4. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1391

6/08/85

LOVINGTON,NM

A/C Reg. No. N7336Z

Time (Lcl) - 1200 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - PIPER PA-25-235-B

Eng Make/Model - LYCOMING O-540-B2B5

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2900

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 235 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/015 KTS

Visibility - 40.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity  
ON AIRSTRIP

Airport Data

Runway Ident - 09

Runway Lth/Wid - 1000/ 100

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 31

Biennial Flight Review

Current - YES

Months Since - 22

Aircraft Type - 182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 562

Last 24 Hrs - UNK/NR

Make/Model- 1

Last 30 Days- UNK/NR

Instrument- 7

Last 90 Days- 6

Multi-Eng - UNK/NR

Rotorcraft - 22

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ATTEMPTED TO TAKE OFF TO THE EAST FROM A 1000-FOOT MOWED ALFALFA FIELD AT A FIELD ELEVATION OF 3700 FT MSL. THE PLT ESTIMATED THE WINDS TO BE FROM THE SOUTHEAST AT 8 MPH. THE DENSITY ALTITUDE WAS COMPUTED TO BE BETWEEN 6578 AND 6871 FT MSL. ACCORDING TO THE PIPER ACFT CORPORATION, THE AIRPLANE WOULD REQUIRE 1688 FT TO TAKE OFF.

Brief of Accident (Continued)

File No. - 1391

6/08/85

LOVINGTON,NM

A/C Reg. No. N7336Z

Time (Lc1) - 1200 MDT

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
  3. IMPROPER DECISION,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
  4. OBJECT - FENCE
  5. PERFORMANCE DATA - NOT OBTAINED - PILOT IN COMMAND
  6. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
  7. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
  8. IMPROPER DECISION,LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
- 

Occurrence #2            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

-----  
Occurrence #3            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

9. TERRAIN CONDITION - GROUND
  10. TERRAIN CONDITION - OPEN FIELD
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,8,9,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1356      6/13/85      LAS VEGAS,NV

A/C Reg. No. N736TX

Time (Lcl) - 1100 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	1	1

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire      Crew      Pass  
NONE      0      0

-----Aircraft Information-----

Make/Model      - CESSNA R-172-K  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2550  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL IO-360-KB  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 195 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - UNK/NR  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 050/010 KTS  
Visibility      - 50.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
GRAND CANYON,AZ  
Destination  
LAS VEGAS,NV

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance      - NONE  
Type Apch/Lndg      - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

MC CARRAN  
Runway Ident      - 19R  
Runway Lth/Wid      - 5000/      75  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 35

Biennial Flight Review

Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 96	Last 24 Hrs	- 2
Make/Model-	15	Last 30 Days-	UNK/NR
Instrument-	3	Last 90 Days-	20
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s)      - NONE

-----Narrative-----

DURING LANDING ROLLOUT ON RUNWAY 19R DIRECTIONAL CONTROL WAS LOST WITH THE AIRCRAFT VERRING TO THE RIGHT OF THE RUNWAY. CORRECTION WAS MADE TO THE LEFT, BUT THE AIRCRAFT VEERED OFF THE RUNWAY TO THE LEFT. THE WIND WAS FROM 160 AT 9. THE DENSITY ALTITUDE WAS ABOUT 5200 FEET. THE PILOT WAS CAUTIONED ABOUT WAKE TURBULENCE DUE TO DEPARTING HEAVY JET TRAFFIC. THE AIRCRAFT PORBABLY ENCOUNTERED WAKE TURBULENCE DURING THE LANDING ROLL.

Brief of Accident (Continued)

File No. - 1356

6/13/85

LAS VEGAS, NV

A/C Reg. No. N736TX

Time (Lcl) - 1100 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. DESIGN STRESS LIMITS OF AIRCRAFT - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1376

7/28/85

JARBRIDGE,NV

A/C Reg. No. N7AT

Time (Lcl) - 1500 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Fatal	Serious	Minor	None
-------	---------	-------	------

Type of Operation -PERSONAL

Fire

Crew

0

0

1

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

1

1

1

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - PIPER PA-30

Eng Make/Model - LYCOMING I-0320-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

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 360/005 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

JARBRIDGE,NV

Destination

STOCKTON,CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity  
ON AIRSTRIP

Airport Data

DIAMOND A RANCH

Runway Ident - UNK/NR

Runway Lth/Wid - 2900 -UNK/NR

Runway Surface - DIRT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 56

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3406

Last 24 Hrs - 0

Make/Model- 1347

Last 30 Days- UNK/NR

Instrument- 340

Last 90 Days- 27

Multi-Eng - 1359

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER DEPARTURE THE LEFT WING WAS RAISED BY A GUST OF WIND. DURING CORRECTION THE AIRCRAFT THEN YAWED RIGHT. ALMOST FULL AILERON WAS USED TO MAINTAIN LEVEL FLIGHT. THE AIRCRAFT THEN DESCENDED TO THE GROUND. INSPECTION OF THE AIRCRAFT REVEALED NO ENGINE OR CONTROL MALFUNCTION. IT IS POSSIBLE THAT THE AIRCRAFT ENCOUNTERED SOME SORT OF DOWN DRAFT OR OTHER WEATHER PHENOMENON.

Brief of Accident (Continued)

File No. - 1376

7/28/85

JARBRIDGE,NV

A/C Reg. No. N7AT

Time (Lcl) - 1500 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CLIMB

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
4. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT

Finding(s)

5. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
6. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1383

5/17/85

BATAVIA, NY

A/C Reg. No. N7523D

Time (Lcl) - 1545 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 -LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-22-150  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1840  
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 - 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 - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling -  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
BATAVIA, NY  
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

GENESEE  
Runway Ident - 28  
Runway Lth/Wid - 4400/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 38  
Biennial Flight Review  
Current - YES  
Months Since - 10  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	621	Last 24 Hrs	-	0
Make/Model	-	37	Last 30 Days	-	UNK/NR
Instrument	-	66	Last 90 Days	-	23

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COMMERCIAL RATED-FLIGHT INSTRUCTOR TOOK OFF GENESEE CO. AIRPORT AND FLEW A NORMAL PATTERN FOR LANDING. SOME GUSTINESS WAS NOTED BY THE PILOT BY OBSERVING THE WIND SOCK. DURING LANDING ROLL OUT, A SLIGHT SWERVE TO THE SOUTH, AIRCRAFT LANDING TO THE WEST, WAS EXPERIENCED AND WAS COUNTERED WITH RIGHT RUDDER. AT THIS TIME A NORTHLY GUST OF WIND WAS ENCOUNTERED WHICH CAUSED THE AIRCRAFT TO GOUND LOOP TO THE RIGHT. AT THE SAME TIME, THE LEFT STRUT MAIN GEAR FAILED IN COMPRESSION, FOLDING THE LEFT GEAR BENEATH THE FUSELAGE. THE LEFT WING TIP AND PROPELLER THEN CONTACTED THE RUNWAY SURFACE.

Brief of Accident (Continued)

File No. - 1383

5/17/85

BATAVIA, NY

A/C Reg. No. N7523D

Time (Lcl) - 1545 EDT

Occurrence #1        ON GROUND ENCOUNTER WITH WEATHER  
Phase of Operation    LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS

Occurrence #2        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

2. LANDING GEAR, MAIN GEAR STRUT - OVERLOAD
3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3        DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation    LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1381

5/17/85

POTSDAM, NY

A/C Reg. No. N3548V

Time (Lcl) - 0849 EDT

-----Basic Information-----

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage		Injuries	
Name of Carrier	-SAIR AVIATION	SUBSTANTIAL		Fatal	
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	Serious	Minor
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0
Accident Occurred During	-LANDING			0	0
				0	1
				0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-31-350	Eng Make/Model	- LYCOMING TIO-540-J2BD	ELT Installed/Activated	- YES/NO
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	- FSS	ON AIRPORT	
Method	- TELEPHONE		
Completeness	- UNK/NR	Airport Data	
Basic Weather	- VMC	POTSDAM MUNICIPAL	
Wind Dir/Speed	- 200/010 KTS	Runway Ident	- 24
Visibility	- 5.0 SM	Runway Lth/Wid	- 3100/ 60
Lowest Sky/Clouds	- 3000 FT SCATTERED	Runway Surface	- ASPHALT
Lowest Ceiling	- 7000 FT OVERCAST	Runway Status	- DRY
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total	- 3186
SE LAND, ME LAND	Months Since - 5	Make/Model	- 659
	Aircraft Type - UNK/NR	Instrument	- 422
		Multi-Eng	- 1089
		Last 24 Hrs	- 4
		Last 30 Days	- UNK/NR
		Last 90 Days	- 177

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT RECEIVED A WEATHER BRIEFING AND FILED AN IFR FLIGHT PLAN WITH MASSENA FLIGHT SERVICE STATION. THE FLIGHT WAS UNEVENTFUL AND THE AIRCRAFT WAS CLEARED FOR THE NDB APPROACH AT POTSDAM BY BOSTON CENTER. WHEN THE AIRPORT WAS IN SIGHT, THE PILOT CANCELLED THE FLIGHT PLAN AND PROCEEDED VFR TO THE AIRPORT. ACCORDING TO THE PILOT, THE LANDING CHECKLIST WAS STARTED AND THE FLAPS EXTENDED TO 25 DEGREES. AS N3548V CROSSED THE THRESHOLD, THE STALL WARNING HORN SOUNDED AND THE PILOT CHECK ALL CONTROLS PHYSICALLY. ACCORDING TO THE PILOT, THE LANDING GEAR HANDLE WAS ALSO CHECKED. SHORTLY BEFORE THE AIRCRAFT CONTACTING THE RUNWAY, THE LANDING GEAR WARNING HORN SOUNDED.

Brief of Accident (Continued)

File No. - 1381

5/17/85

POTSDAM, NY

A/C Reg. No. N3548V

Time (Lc1) - 0849 EDT

-----  
Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
2. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
3. PLANNED APPROACH - POOR - PILOT IN COMMAND

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1235      7/28/85      COVENTRYVILLE, NY      A/C Reg. No. N45564      Time (Lcl) - 1300 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Injuries		
		Serious	Minor	None
Fire	0	0	0	1
Crew Pass	0	0	0	0

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -CLIMB

None

-----Aircraft Information-----

Make/Model      - LUSCOMBE 8A  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1260  
No. of Seats      - 2

Eng Make/Model      - CONTINENTAL C-65-8  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 65 HP

ELT Installed/Activated      - NO -N/A  
Stall Warning System      - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A

Itinerary

Last Departure Point  
SIDNEY, NY  
Destination  
COVENTRYVILLE, NY

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Basic Weather      - VMC  
Wind Dir/Speed      - 360/007 KTS  
Visibility      - 50.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision      - NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

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      - 47  
Biennial Flight Review  
Current      - YES  
Months Since      - 7  
Aircraft Type      - UNK/NR

Medical Certificate      - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 1250	Last 24 Hrs	- 3
Make/Model	- 100	Last 30 Days	- UNK/NR
Instrument	- 88	Last 90 Days	- 50
Multi-Eng	- 100		

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

DURING A LOCAL FLT OVER COVENTRYVILLE, NY, THE PLT DECIDED TO OVERFLY AND OBSERVE A BUILDING. THE PLT MADE ONE PASS AND WAS ABOUT TO MAKE ANOTHER WHEN THE ENG BEGAN TO LOSE PWR. WHILE PLANNING TO LAND IN A NEARBY FLD, THE ENG REGAINED PWR AND THE PLT DISCONTINUED THE EMERGENCY LANDING. THE ACFT DID NOT CLIMB SUFFICIENTLY TO CLEAR THE TREES AND COLLIDED WITH THE TREE TOPS AT ABOUT 50 FT AGL.

Brief of Accident (Continued)

File No. - 1235

7/28/85

COVENTRYVILLE,NY

A/C Reg. No. N45564

Time (Lc1) - 1300 EDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      MANEUVERING

Finding(s)  
1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)  
2. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      CLIMB

Finding(s)  
3. OBJECT - TREE(S)  
4. ABORTED LANDING - PERFORMED - PILOT IN COMMAND  
5. CLIMB - MISJUDGED - PILOT IN COMMAND  
6. CLEARANCE - INADEQUATE - PILOT IN COMMAND

Occurrence #4      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      CLIMB

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) 1,6

Factor(s) relating to this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1293

3/02/85

WAYNESVILLE, OH

A/C Reg. No. N2830M

Time (Lcl) - 1330 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew	0	0	0	0
Pass	0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

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-235-C  
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- 350/005 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 7000 FT  
Lowest Ceiling - 7000 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 - 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 - 34

Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 916	Last 24 Hrs	- UNK/NR
Make/Model	- 109	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 1
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ENGINE QUIT AT ABOUT 500 FT AGL DURING THE INITIAL TAKEOFF CLIMB. THE PILOT MADE A FORCED LANDING IN A PLOWED FIELD AND THE MAIN GEAR SHEARED OFF. WATER WAS OBSERVED DRIPPING OUT OF THE GASCOLATOR AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1293

3/02/85

WAYNESVILLE, OH

A/C Reg. No. N2830M

Time (Lc1) - 1330 EST

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - WATER
  2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
- 

Occurrence #4        MAIN GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1256      4/11/85      RAVENNA, OH      A/C Reg. No. N9596Y      Time (Lcl) - 0850 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
DESTROYED

Fire  
NONE

Crew  
Pass

Fatal  
1  
0

Injuries  
Serious  
0  
0

Minor  
0  
0

None  
0  
0

-----Aircraft Information-----

Make/Model      - CESSNA T210N  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3800  
No. of Seats      - 6

Eng Make/Model - CONTINENTAL TS10-520-R  
Number Engines - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 310 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - IMC  
Wind Dir/Speed- 300/010 KTS  
Visibility      - .500 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling      - 150 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
COLUMBUS, OH  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance      - IFR  
Type Apch/Lndg      - VOR/TVOR

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

PORTAGE COUNTY  
Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 49

Biennial Flight Review

Current      - YES  
Months Since      - 3  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 360  
Make/Model- 4  
Instrument- 53  
Multi-Eng - UNK/NR  
Last 24 Hrs - 4  
Last 30 Days- 28  
Last 90 Days- 97  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT DEPARTED PORT COLUMBUS UNEVENTFULLY, FLEW FOR APRX 40 MINS THEN SHOT A VOR APCH TO THE MDA AT PORTAGE COUNTY. THIS FLD DOES NOT HAVE A WX REPORTING FACILITY. THE PLT THEN PERFORMED A MISSED APCH UPON REACHING MDA. DURING THE MISSED APCH AND AFTER ACKNOWLEDGING TWO ATC RADIO CALLS, HE DROPPED OFF RADAR AT APRX 600 FT AGL. THE ACFT CRASHED ONE MILE FROM THE FLD, LEFT OF THE NORMAL MISSED APCH GROUND TRACK. A WITNESS HEARD THE ENG RUNNING JUST PRIOR TO IMPACT. AN EXAM OF THE WRECKAGE REVEALED NOTHING THAT WOULD CAUSE DIFFICULTY EXCEPT AN ELEVATOR JACK-SCREW SETTING THAT WOULD EQUATE TO NOSE DOWN TRIM FORCE. DAMAGE TO VIRTUALLY ALL ACFT COMPONENTS WAS EXTENSIVE. THE PLT EARNED HIS IFR RATING 3 MONTHS PRIOR TO THE ACCIDENT, BUT CLAIMED 33.6 HRS OF ACTUAL IFR FLYING SINCE HIS IFR CHECKOUT. HE HAS 4.3 HRS LOGGED IN THE CESSNA 210. THE RADAR EQUIPPED, TURBOCHARGED 310 HP CESSNA 210 WAS THE MOST COMPLICATED ACFT THE PLT WAS QUALIFIED TO FLY.

Brief of Accident (Continued)

File No. - 1256

4/11/85

RAVENNA, OH

A/C Reg. No. N9596Y

Time (Lcl) - 0850 EST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. ELEVATOR TRIM - IMPROPER USE OF - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
4. WEATHER CONDITION - FOG
5. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE, EXPERIENCE - PILOT IN COMMAND
9. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1246

5/25/85

WILLIAMSBURG, OH

A/C Reg. No. N3250M

Time (Lcl) - 1105 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 - HEEKIN B-8-M  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 600  
No. of Seats - 1

Eng Make/Model - MC CULLOCH 4318G  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 90 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 360/010 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - 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

HUTCHINSON FARM FIELD

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 41

Biennial Flight Review

Current - YES

Months Since - 24

Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 193 Last 24 Hrs - 1

Make/Model- 66 Last 30 Days- 3

Instrument- 4 Last 90 Days- 3

Multi-Eng - 11 Rotorcraft - 83

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESS REPORTED HEARING A LOUD BANG AND SEEING THE MAIN ROTOR BLADES STOPPED. THE GYROCOPTER WAS THEN OBSERVED ROTATING SLOWLY IN A CLOCKWISE DIRECTION TO GROUND IMPACT. THE WOODED PROP (ENGINE DRIVEN) WAS DEMOLISHED WITH PORTIONS OF IT FOUND UP TO 300 FT FROM THE ACCIDENT SITE. PROP STRIKE MARKS WERE FOUND ON THE MAIN ROTOR BLADES.

Brief of Accident (Continued)

File No. - 1246

5/25/85

WILLIAMSBURG, OH

A/C Reg. No. N3250M

Time (Lc1) - 1105 EDT

-----  
Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      MANEUVERING

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
  2. ROTOR SYSTEM, MAIN ROTOR BLADE - MOVEMENT RESTRICTED
  3. PROPELLER SYSTEM/ACCESSORIES, BLADE - DISINTEGRATED
- 

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      DESCENT - UNCONTROLLED

-----

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - GROUND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1342      6/23/85      LANCASTER, OH      A/C Reg. No. N96570      Time (Lcl) - 1600 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	2
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O320D2J	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	LANCASTER, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FAIRFIELD CO.
Wind Dir/Speed- 230/014 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5200/ 75
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 4500 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 - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 146
SE LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - 172	Make/Model- 58
		Instrument- 4
		Last 30 Days- UNK/NR
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A FENCE DURING LANDING THE WIND WAS FROM 230 DEGREES AT 14 KTS AND THE LANDG WAS ON RWY 28  
THE PLT SAID THAT MAY BE SHE WOULD HAVE HAD BETTER CONTROL WITH LESS THAN FULL FLAPS.

Brief of Accident (Continued)

File No. - 1342

6/23/85

LANCASTER, OH

A/C Reg. No. N96570

Time (Lc1) - 1600 EDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. WIND INFORMATION - NOT FOLLOWED - PILOT IN COMMAND
5. WEATHER EVALUATION - POOR - PILOT IN COMMAND

Occurrence #2      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

6. WEATHER CONDITION - WINDSHEAR
7. PROPER DESCENT RATE - MISJUDGED - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND
9. IMPROPER USE OF PROCEDURE, EXPERIENCE - PILOT IN COMMAND
10. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
11. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,7,8,9,10,11

Factor(s) relating to this accident is/are finding(s) 1,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1358      6/27/85      OXFORD, OH

A/C Reg. No. N9459K

Time (Lcl) - 2335 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	1	2

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire NONE  
Crew Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28-181  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2150  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4M  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 045/005 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
RICHMOND, IN  
Destination  
RICHMOND, IN

Airport Proximity  
ON AIRPORT

Airport Data

MIAMI UNIV. AIRPORT  
Runway Ident - 22  
Runway Lth/Wid - 3000/ 75  
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 - 20  
Biennial Flight Review  
Current - YES  
Months Since - 7  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 86	Last 24 Hrs - 3
Make/Model- 42	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 40
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A ROUND-ROBIN FLIGHT AT NIGHT THE PILOT EXPERIENCED AN ALTERNATOR FAILURE. AS HE WAS RETURNING TO HIS POINT OF ORIGIN THE BATTERY POWER DEPLETED LEAVING HIM WITH NO RADIOS OR LANDING LIGHT AND ONLY A FLASHLIGHT FOR COCKPIT LIGHTING. HE DECIDED TO LAND AT THE CLOSEST AVAILABLE AIRPORT BUT AS HE WAS ON SHORT FINAL THE RUNWAY LIGHTS WENT OUT. HE COULDN'T TURN THEM BACK ON DUE TO HIS ELECTRICAL FAILURE. HE PERFORMED A GO-AROUND BUT BOUNCED OFF THE RUNWAY INTO TWO FENCES ON HIS SUBSEQUENT LANDING. A POST-ACCIDENT MAINT EXAMINATION OF THE AIRCRAFT REVEALED A BROKEN FIELD WIRE ON THE ALTERNATOR.

Brief of Accident (Continued)

File No. - 1358

6/27/85

OXFORD, OH

A/C Reg. No. N9459K

Time (Lcl) - 2335 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation CRUISE - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM, ALTERNATOR - FAILURE, TOTAL
2. ELECTRICAL SYSTEM, BATTERY - EXHAUSTION
3. COMM/NAV EQUIPMENT - DISABLED
4. LANDING LIGHT - DISABLED

Occurrence #2

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
6. PROPER GLIDEPATH - MISJUDGED - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
8. LANDING LIGHT - DISABLED
9. IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND
10. INSTRUMENT LIGHTS - DISABLED
11. IMPROPER USE OF PROCEDURE, EXPERIENCE - PILOT IN COMMAND
12. COMM/NAV EQUIPMENT - DISABLED
13. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
14. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - UNAVAILABLE
15. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,6,7,9,11,13,15

Factor(s) relating to this accident is/are finding(s) 3,4,5,8,10,12,14

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1289      7/11/85      HEBRON, OH      A/C Reg. No. N9729N      Time (Lcl) - 2100 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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      0  
NONE      Pass      0

-----Aircraft Information-----

Make/Model      - BENSEN B8M  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - UNK/NR  
No. of Seats      - 1

Eng Make/Model      - MC CULLOCH UNK  
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-      UNK/NR  
Visibility      - 5.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision-      NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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)  
NONE

Age      - 29  
Biennial Flight Review  
Current      - N/A  
Months Since      - N/A  
Aircraft Type      - N/A

Medical Certificate      - NO MEDICAL  
Flight Time (Hours)

Total      - UNK/NR	Last 24 Hrs      - UNK/NR
Make/Model-      UNK/NR	Last 30 Days-      UNK/NR
Instrument-      UNK/NR	Last 90 Days-      UNK/NR
Multi-Eng      - UNK/NR	Rotorcraft      - UNK/NR

Instrument Rating(s)      - NONE

-----Narrative-----

THE GYROCOPTER LOST PARTIAL PWR WHILE IN THE TRAFFIC PATTERN AND THE PLT EXECUTED AN AUTOROTATION INTO A CORN FIELD.  
THE THROTTLE CABLE WAS FOUND LOOSE AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1289

7/11/85

HEBRON, OH

A/C Reg. No. N9729N

Time (Lc1) - 2100 EDT

Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      APPROACH

Finding(s)

1. THROTTLE/POWER LEVER, CABLE - LOOSE
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

3. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1333      7/13/85      NORTH CANTON, OH      A/C Reg. No. N3920D      Time (Lcl) - 1715 EDT

-----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	Pass	0	0	4	0
Accident Occurred During -LANDING	NONE				

-----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 - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CANTON	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 240/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 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 - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 318
SE LAND	Months Since - 7	Make/Model- 8
	Aircraft Type - UNK/NR	Instrument- 65
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 49
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PREFLIGHT, ENGINE RUNUP AND INITIAL TAKEOFF WERE UNEVENTFUL. AT APPROX 600 FT AGL THE ENGINE SPATTERED FOR TWO OR THREE SECONDS THEN STOPPED. THE PILOT TURNED BACK TOWARD THE RUNWAY BUT WAS TOO LOW. HE CRASH LANDED IN A GRAVEL QUARRY AFTER CLIPPING POWER LINES. NO ENGINE ABNORMALITIES WERE NOTED DURING A SUBSEQUENT ENGINE TEARDOWN BY THE OPERATOR OF THE AIRCRAFT. HE STATED THAT HE BELIEVED THAT EITHER THE MIXTURE CONTROL HAD BACKED OFF DURING THE CLIMB OR THAT THE PARACHUTIST IN THE FRONT RT SEAT HAD INADVERTENTLY PULLED THE MIXTURE OFF WITH A PIECE OF HER EQUIPMENT DURING THE CLIMB, CAUSING THE POWER LOSS.

Brief of Accident (Continued)

File No. - 1333

7/13/85

NORTH CANTON, OH

A/C Reg. No. N3920D

Time (Lc1) - 1715 EDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)

1. MIXTURE - INADEQUATE - PILOT IN COMMAND
  2. REMEDIAL ACTION - NOT IDENTIFIED - PILOT IN COMMAND
  3. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
  5. UNSUITABLE TERRAIN - INADVERTENT USE - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1337      8/03/85      PORT CLINTON, OH      A/C Reg. No. N335RM      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      Minor  
0      1  
0      0

None  
0  
0

-----Aircraft Information-----

Make/Model      - MCFARLAND QUICKIE 2  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - UNK/NR  
No. of Seats      - UNK/NR

Eng Make/Model - REVMaster 2100DQ  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - UNK/NR

ELT Installed/Activated - YES/YES  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - UNK/NR  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 090/005 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  
OSHKOSH, WI  
Destination  
PORT CLINTON, OH

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

KELLER FIELD  
Runway Ident      - 08  
Runway Lth/Wid      - 5000/ 75  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND, SE SEA  
GLIDER

Age - 67  
Biennial Flight Review  
Current      - YES  
Months Since      - 3  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total      - 3300      Last 24 Hrs - 0  
Make/Model- 240      Last 30 Days- UNK/NR  
Instrument- 0      Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT FAILED TO RELEASE THE PARKING BRAKES BEFORE LANDING AFTER SETTING THE BRAKES WHILE ENROUTE. THE ACFT SWERVED OFF THE RUNWAY AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1337

8/03/85

PORT CLINTON, OH

A/C Reg. No. N335RM

Time (Lc1) - 1130 EDT

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. PARKING BRAKES - INADVERTENT USE - PILOT IN COMMAND  
-----

Occurrence #2        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - HIGH VEGETATION  
-----

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - ROLL  
-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1298      10/03/85      CANTON, OH      A/C Reg. No. N8347U      Time (Lcl) - 1645 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 172F  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2300  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL O-300  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 145 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - UNK/NR  
Method      - UNK/NR  
Completeness      - UNK/NR

Basic Weather      - VMC

Wind Dir/Speed- CALM

Visibility      - 6.0      SM

Lowest Sky/Clouds      - 6000 FT SCATTERED

Lowest Ceiling      - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

MARTIN FIELD

Runway Ident      - 27

Runway Lth/Wid      - 2600/ 100

Runway Surface      - GRASS/TURF

Runway Status      - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - TRAFFIC PATTERN  
TOUCH AND GO

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 33

Biennial Flight Review

Current      - N/A

Months Since      - N/A

Aircraft Type      - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 113

Make/Model- 113

Instrument- 6

Multi-Eng - UNK/NR

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 39

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT OVERRAN THE RWY AND COLLIDED WITH WIRES AND A POLE DURING LANDING. THE STUDENT PLT STATED THAT HE WAS TOO FAST AND LANDED LONG DURING THE CALM WIND LANDING. HE ALSO STATED HE SHOULD HAVE USED MORE FLAPS.

Brief of Accident (Continued)

File No. - 1298

10/03/85

CANTON, OH

A/C Reg. No. N8347U

Time (Lc1) - 1645 EDT

-----  
Occurrence #1        OVERRUN.  
Phase of Operation    LANDING - ROLL

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
  2. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
  3. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
  4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #2        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

5. OBJECT - UTILITY POLE(MARKED)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1399      3/09/85      MIAMI,OK      A/C Reg. No. N495RA      Time (Lcl) - 1300 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries

Type of Operation      -INSTRUCTIONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -TAKEOFF

Fire  
NONE

Crew  
Pass

Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150G  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1600  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200 A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 060/008 KTS  
Visibility - 25.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
MIAMI,OK  
Destination  
SILOAM SPRINGS,AR

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - UNK/NR

Airport Proximity  
ON AIRPORT

Airport Data

MIAMI MUNI  
Runway Ident - 17  
Runway Lth/Wid - 4600/ 100  
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-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 31	Last 24 Hrs	- 3
Make/Model-	31	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	4

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PILOT WAS ON A SOLO CROSS COUNTRY FLIGHT FROM SILOAM SPRINGS AR. TO MIAMI, ARK. AND RETURN. THE PILOT HAD LANDED AT MIAMI PREVIOUSLY. HE HAD STARTED HIS TAKEOFF RUN WHEN A WIND GUST CAUSED THGE AIRCRAFT TO VEER LEFT. THE AIRCRAFT WENT OFF THE RUNWAY WITH THE WHEELS PANTS NOSE GEAR BEING FULL OF MUD. THE AIRCRAFT NOSED OVER INVERTED THE PILOT WAS NOT INJURED. THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE. PILOT STATED HE HAD CHECKED WEATHER FOR TRIP PRIOR TO DEPARTURE FROM SILOAM SPRINGS.

Brief of Accident (Continued)

File No. - 1399

3/09/85

MIAMI,OK

A/C Reg. No. N495RA

Time (Lc1) - 1300 CST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - GUSTS
2.      IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND
3. WEATHER CONDITION - UNFAVORABLE WIND
4.      FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
7. OBJECT -
8.      AIRCRAFT HANDLING - DELAYED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6,8

Factor(s) relating to this accident is/are finding(s) 1,3,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1328      6/16/85      NORTH PLAINS,OR      A/C Reg. No. N44SU      Time (Lcl) - 1000 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- GREAT LAKES 2T-1A-2	Eng Make/Model	- LYCOMING AE10-B1G6	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1580	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 180 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRSTRIP
Method	HILLSBORO,OR	
Completeness	Destination	Airport Data
Basic Weather	NORTH PLAINS,OR	Runway Ident
Wind Dir/Speed		- UNK/NR
Visibility	ATC/Airspace	Runway Lth/Wid
- 10.0 SM	Type of Flight Plan	- 2100 -UNK/NR
Lowest Sky/Clouds	- NONE	Runway Surface
- CLEAR	Type of Clearance	- GRASS/TURF
Lowest Ceiling	- NONE	Runway Status
- NONE	Type Apch/Lndg	- DRY
Obstructions to Vision	- FULL STOP	
- NONE		
Precipitation		
- NONE		
Condition of Light		
- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 316
SE LAND	Months Since - 5	Make/Model - 23
GLIDER	Aircraft Type - UNK/NR	Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - 13
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AN OVERRUN OCCURRED DUE TO EXCESS SPEED AND TOUCHING DOWN 1/4 OF THE WAY DOWN THE 2100 FOOT GLIDER STRIP. THE AIRCRAFT ROLLED ONTO TWO FOOT HIGH ALFALFA WHERE IT THEN NOSED OVER. THE PILOT PREVIOUSLY LANDED GLIDERS ON THE GLIDERPORT BUT NEVER AN ENGINE POWERED AIRCRAFT.

Brief of Accident (Continued)

File No. - 1328

6/16/85

NORTH PLAINS,OR

A/C Reg. No. N44SJ

Time (Lc1) - 1000 PDT

-----  
Occurrence #1        OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
  2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
- 

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - CROP
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1374

7/09/85

LA GRANDE, OR

A/C Reg. No. N1749

Time (Lcl) - 0750 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 - CESSNA 150

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1500

No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 100 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 25.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LA GRANDE, OR

Destination

LA GRANDE, OR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TOUCH AND GO

Airport Proximity

ON AIRPORT

Airport Data

LA GRANDE MUNICIPAL

Runway Ident - 34

Runway Lth/Wid - 4745/ 150

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 34

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 9

Make/Model- 9

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THIS WAS THE STUDENT PILOT'S SECOND SOLO FLIGHT. HE HAD A TOTAL TIME OF LESS THAN 9 HOURS. A BOUNCED LANDING OCCURRED AND THE STUDENT WAS UNABLE TO MAKE AN ADEQUATE RECOVERY. A WITNESS WHO SAW THE ACCIDENT STATED THAT THE AIRCRAFT STARTED A CLIMB OUT WITH FULL FLAPS AND AT ABOUT 50 FEET A.G.L. THE RIGHT WING DROPPED AND THE AIRCRAFT DESCENDED TO THE GROUND.

Brief of Accident (Continued)

File No. - 1374

7/09/85

LA GRANDE,OR

A/C Reg. No. N1749

Time (Lcl) - 0750 PDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    LANDING

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND
  2.        IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - FLIGHT INSTRUCTOR(ON GROUND)
- 

Occurrence #2        DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

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) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1281      7/10/85      SALEM,OR      A/C Reg. No. N6879V      Time (Lcl) - 1830 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	Serious	Minor	None
	0	0	0	1
	0	0	0	0

-----Aircraft Information-----

Make/Model - MOONEY M20-F  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2740  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1A  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - 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  
SALEM,OR  
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

FLYING W  
Runway Ident - 36  
Runway Lth/Wid - 1500/ 30  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 46

Biennial Flight Review

Current - YES  
Months Since - 19  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 500	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS SUBSTANTIALLY DAMAGED DURING AN INADVERTANT GEAR-UP LANDING. INSPECTION OF THE ACFT REVEALED THE LANDING GEAR CIRCUIT BREAKER WAS POPPED. WHEN FUNCTIONALLY TESTED, THE LANDING GEAR OPERATED NORMALLY. THE GEAR WARNING HORN WAS FOUND TO BE INOPERATIVE HOWEVER, THE GEAR UNSAFE LIGHT AND DOWN AND LOCKED LIGHT FUNCTIONED PROPERLY.

Brief of Accident (Continued)

File No. - 1281

7/10/85

SALEM,OR

A/C Reg. No. N6879V

Time (Lcl) - 1830 PDT

---

Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR,GEAR WARNING SYSTEM - INOPERATIVE
  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) 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. - 1280

7/19/85

LEBANON,OR

A/C Reg. No. N9417A

Time (Lcl) - 1300 PDT

-----Basic Information-----

Type Operating Certificate-EXTERNAL LOAD

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 - BELL 47G-3B-1

Eng Make/Model - LYCOMING TVO-435-B1A

ELT Installed/Activated - NO -N/A

Landing Gear - SKID

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 2950

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 3

Rated Power - 270 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 360/010 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LEBANON,OR

Destination

LEBANON,OR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

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

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE,COMMERCIAL

SE LAND

HELICOPTER

Age - 25

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 - 544

Make/Model- 20

Instrument- 60

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 15

Rotorcraft - 515

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PLT STATED HE PERFORMED 4 CIRCLING APPROACHES OVER A SAND BAR AND ON THE 5TH APPROACH, ROTOR RPM DECAYED. UNABLE TO REGAIN THE RPM, A HARD LANDING RESULTED DURING WHICH THE MAIN ROTOR BLADES SEVERED THE TAILROTOR.

Brief of Accident (Continued)

File No. - 1280

7/19/85

LEBANON,OR

A/C Reg. No. N9417A

Time (Lc1) - 1300 PDT

---

Occurrence           HARD LANDING  
Phase of Operation   LANDING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - MISJUDGED - PILOT IN COMMAND
  2. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1323

7/25/85

MITCHELL,OR

A/C Reg. No. N734WW

Time (Lcl) - 1500 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2500

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 160 HP

ELT Installed/Activated - UNK/NR

Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 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

HILLSBORO,OR

Destination

MITCHEL,OR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

NONE

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE,CFI

SE LAND

HELICOPTER

Age - 21

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A GO-AROUND WAS ATTEMPTED AND THE PILOT WAS UNABLE TO OUTCLIMB RISING TERRAIN. THE FIELD ELEVATION WAS OVER 3400 FEET AND THE TEMPERATURE WAS ABOVE 90 DEGREES. THE PILOT MADE A TURN TO AVOID TERRAIN AND STALLED. THE DENSITY ALTITUDE WAS AROUND 7,800 FEET.

Brief of Accident (Continued)

File No. - 1323

7/25/85

MITCHELL,OR

A/C Reg. No. N734WW

Time (Lc1) - 1500 PDT

-----  
Occurrence            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
  3. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
  4. STALL - INADVERTENT - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1286

7/27/85

YAMHILL,OR

A/C Reg. No. N1035K

Time (Lc1) - 1630 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Pass	0	0	2	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - LUSCOMBE 8A  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1260  
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-8  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 65 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 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  
SCAPPOOSE,OR

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

Airport Proximity  
ON AIRSTRIP

Airport Data

FLYING M RANCH  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - GRAVEL  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 41

Biennial Flight Review

Current - YES  
Months Since - 14  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	489	Last 24 Hrs	-	0
Make/Model	-	471	Last 30 Days	-	UNK/NR
Instrument	-	3	Last 90 Days	-	8
Multi-Eng	-	UNK/NR	Rotorcraft	-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ENG CEASED OPERATING AT APRX 40 FT AGL DURING INITIAL TAKEOFF CLIMB. INVESTIGATION DISCLOSED THE ACFT HAD BEEN FUELED WITH A MIXTURE OF AUTOMOTIVE FUEL AND 80/87 AVGAS. THE ACFT HAD SAT ON THE GROUND FOR OVER 4 HRS WITH A SURFACE TEM OF 95 DEGS F. A GASKET IN THE FLOAT VALVE CHAMBER OF THE CARBURETOR HAD SHRUNK AND INTERFERED WITH THE FLOAT OPERATION. THE CARBURETOR FLOAT WAS FOUND STUCK IN THE OPEN POSITION.

Brief of Accident (Continued)

File No. - 1286

7/27/85

YAMHILL,OR

A/C Reg. No. N1035K

Time (Lc1) - 1630 PDT

-----  
Occurrence #1      LOSS OF POWER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - TEMPERATURE EXTREMES
  2. FUEL SYSTEM,CARBURETOR - WORN
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1326      7/28/85      KLAMATH FALLS,OR      A/C Reg. No. N742Y      Time (Lcl) - 1000 PDT

-----Basic Information-----

Type Operating Certificate	AGRICULTURAL AIRCRAFT	Aircraft Damage					
		SUBSTANTIAL					
Type of Operation	-AERIAL APPLICATION	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	Serious	Minor	None
Accident Occurred During	-LANDING			0	0	0	1
				0	0	0	0

-----Aircraft Information-----

Make/Model	- GRUMMAN 164	Eng Make/Model	- JACOBS R-755A2M1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3725	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRSTRIP	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		NONE	
Wind Dir/Speed	- CALM	ATC/Airspace		Runway Ident	- UNK/NR
Visibility	- 50.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- UNK/NR
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE	Runway Status	- UNK/NR
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate	- EXPIRED*
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - UNK/NR	Total - UNK/NR	Last 24 Hrs - UNK/NR
SE 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) - NONE

-----Narrative-----

A LANDING WAS BEING MADE ON AN AGRICULTURAL AIRSTRIP WHEN A DUST DEVIL WAS ENCOUNTERED. DURING APPLICATION OF BRAKES THE RIGHT BRAKE FAILED DUE TO A LEAKING O RING. THE AIRCRAFT THEN VEERED RIGHT STRIKING A FENCE.

Brief of Accident (Continued)

File No. - 1326

7/28/85

KLAMATH FALLS,OR

A/C Reg. No. N742Y

Time (Lc1) - 1000 PDT

Occurrence #1      ON GROUND ENCOUNTER WITH WEATHER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND

Occurrence #2      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

2. LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,PARTIAL
3. LANDING GEAR,NORMAL BRAKE SYSTEM - WORN
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - DISREGARDED - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

7. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1243      3/26/85      CLEARFIELD, PA      A/C Reg. No. N55369      Time (Lcl) - 1445 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	0	0	0	1
Flight Conducted Under	-14 CFR 91	Pass	0	0	0	1
Accident Occurred During	-LANDING	NONE				

-----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-----

<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 ROCHESTER, NY</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data CLEARFIELD</p> <p>Runway Ident - 30</p> <p>Runway Lth/Wid - 3500/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
--	---	---

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - UNK/NR</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - UNK/NR</p> <p>Flight Time (Hours)</p> <p>Total - 131</p> <p>Make/Model- 18</p> <p>Instrument- 3</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- 4</p> <p>Rotorcraft - UNK/NR</p>
---	--	--

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT VEERED OFF THE RWY AND COLLIDED WITH A DRAINAGE DITCH DURING TOUCHDOWN. THE PLT STATED THAT DURING THE APCH TO THE ARPT, THE ACFT FLEW OVER A COAL STRIPPING MINE WHICH PRODUCED TURBULENCE AND RESULTED IN A TOUCHDOWN WITHOUT PROPER ALIGNMENT WITH THE RWY.

Brief of Accident (Continued)

File No. - 1243

3/26/85

CLEARFIELD, PA

A/C Reg. No. N55369

Time (Lc1) - 1445 EST

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DITCH
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1377      4/09/85      KINTNERSVILLE, PA      A/C Reg. No. N7073A      Time (Lcl) - 1345 EST

-----Basic Information-----

Type Operating Certificate	-NONE (GENERAL AVIATION)	Aircraft Damage					
		SUBSTANTIAL					
Type of Operation	-PERSONAL	Fire	Crew	Fatal	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During	-TAKEOFF						

-----Aircraft Information-----

Make/Model	- CESSNA 172	Eng Make/Model	- CONTINENTAL O-300-A	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2400	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 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	SAME AS ACC/INC		HAYCOCK BRIGADE	
Wind Dir/Speed	- 300/006 KTS	ATC/Airspace		Runway Ident	- 17
Visibility	- 5.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 1800/ 105
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- GRASS/TURF
Lowest Ceiling	- 5000 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 - 46	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 165	Last 24 Hrs - 0
SE LAND	Months Since - 21	Make/Model - 165	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 2

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DECIDED TO ABORT THE TAKEOFF WHEN HE REALIZED THAT TOO MUCH RUNWAY WAS BEING USED. DURING THE ROLLOUT, THE PILOT BEGAN TO TURN THE AIRCRAFT TO THE RIGHT. THE WIND LIFTED THE TAIL OF THE AIRCRAFT UNTIL IT NOSED OVER ONTO ITS BACK.

Brief of Accident (Continued)

File No. - 1377

4/09/85

KINTNERSVILLE, PA

A/C Reg. No. N7073A

Time (Lcl) - 1345 EST

Occurrence #1 NOSE OVER  
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
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) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1301

5/19/85

NEWRY, PA

A/C Reg. No. N94221

Time (Lcl) - 1100 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -INSTRUCTIONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA C152

Eng Make/Model - LYCOMING O-235-U2C

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 - 115 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 320/010 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling -

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TOUCH AND GO

Airport Proximity

ON AIRPORT

Airport Data

BLUE KNOB

Runway Ident - 29

Runway Lth/Wid - 3200/ 100

Runway Surface - GRAVEL

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 31

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 13

Last 24 Hrs - UNK/NR

Make/Model- 13

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 PILOT, SOLE OCCUPANT WAS ON HIS FIRST SOLO FLIGHT PERFORMING TOUCH AND GO LANDINGS AT BLUE KNOB VALLEY AIRPORT, NEWRY, PENNSYLVANIA. DURING A LANDING. THE AIRCRAFT TOUCHED DOWN LEFT OF THE CENTERLINE AND DRIFTED LEFT CONTACTING A BARREL WITH THE LEFT LANDING GEAR. THE AIRCRAFT CONTINUED TO ROLL, CONTACTING A SECOND BARREL AND COLLAPSED THE NOSE WHEEL. THE CESSNA CAME TO A STOP WITH SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1301

5/19/85

NEWRY, PA

A/C Reg. No. N94221

Time (Lc1) - 1100 EDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
4.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

5. OBJECT - OBJECT

Occurrence #3      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL  
6. LANDING GEAR, NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1380

5/20/85

PITTSBURGH, PA

A/C Reg. No. N5640C

Time (Lcl) - 1850 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	1

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - MAULE M-5-235C  
Landing Gear - AMPHIBIAN  
Max Gross Wt - 2300  
No. of Seats - 4

Eng Make/Model - AVCO LYCOMING O-540 SERIESELT Installed/Activated - YES-UNK/NR  
Number Engines - 1 Stall Warning System - UNK/NR  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 250 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 215/020 KTS  
Visibility - UNK/NR  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling -  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ALLEGHENY CO., PA  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

LANDED ON WATER  
Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - WATER  
Runway Status - WET  
WATER-CALM

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND, SE SEA

Age - 62

Biennial Flight Review

Current - YES  
Months Since - 18  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 1040	Last 24 Hrs	- UNK/NR
Make/Model-	50	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR
Multi-Eng	- 30		

Instrument Rating(s) - NONE

-----Narrative-----

THE PERSONAL TRANSPORTATION FLIGHT TOOK OFF FROM ALLEGHENY CO. ARIPORT AND MADE ONE LANDING BACK AT THE AIRPORT.  
THE FLIGHT THEN DEPARTED THE AIRPORT AND MADE A LANDING ON THE WATER WITH THE WHEELS DOWN CAUSING THE AIRCRAFT TO TIP O  
VER ONTO ITS BACK.

Brief of Accident (Continued)

File No. - 1380

5/20/85

PITTSBURGH, PA

A/C Reg. No. N5640C

Time (Lc1) - 1850 EDT

---

Occurrence #1

NOSE OVER

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WHEELS DOWN LANDING IN WATER - INADVERTENT - PILOT IN COMMAND
  2. CHECKLIST - NOT PERFORMED - PILOT IN COMMAND
  3. GEAR RETRACTION - NOT ATTAINED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1384

5/22/85

ERIE, PA

A/C Reg. No. N8703B

Time (Lc1) - 1515 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				

Type of Operation -INSTRUCTIONAL

Fire Crew 0

0	0	0	1
---	---	---	---

Flight Conducted Under -14 CFR 91

NONE Pass 0

0	0	0	0
---	---	---	---

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 172

Eng Make/Model - CONTINENTAL UNKNOWN

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 2075

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 145 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed-

Visibility - UNK/NR

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BRADFORD, PA

Destination

ERIE, PA

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

ERIE

Runway Ident - 09

Runway Lth/Wid - 3100/ 60

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 46

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 44 Last 24 Hrs - 3

Make/Model- 44 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT BALLOONED DURING LANDING AND DRIFTED TO THE SIDE OF THE RWY WHERE IT MADE GROUND CONTACT IN A DRAINAGE AREA. THE ACFT BOUNCED AND CAME DOWN HARD BEFORE COMING TO A STOP. THE PLT SAID HE WAS HIGH ON APPROACH & LOWERED FULL FLAPS. THE ACFT WAS NOT PROPERLY ALIGNED WITH THE RWY PRIOR TO THE BOUNCE & DRIFT.

Brief of Accident (Continued)

File No. - 1384

5/22/85

ERIE, PA

A/C Reg. No. N8703B

Time (Lcl) - 1515 EDT

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - NOT CORRECTED - PILOT IN COMMAND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
- 

Occurrence #2        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1284

3/06/85

ROCK HILL, SC

A/C Reg. No. N6399Q

Time (Lcl) - 1830 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
Pass	0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - MOONEY M20F  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2740  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1A  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 280 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 070/007 KTS  
Visibility - 30.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
GASTONIA, NC  
Destination  
ROCK HILL, SC

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 - 32  
Biennial Flight Review  
Current - YES  
Months Since - 9  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 595  
Make/Model- 394  
Instrument- 0  
Multi-Eng - 90  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 18

Instrument Rating(s) - UNK/NR

-----Narrative-----

DURING A VFR FLT, THE PLT REPORTED A SEVERE VIBRATION IN THE AIRFRAME. PWR WAS REDUCED IN AN ATTEMPT TO LESSEN THE VIBRATION AND SHORTLY THEREAFTER, A TOTAL LOSS OF PWR WAS EXPERIENCED AND THE PLT ESTABLISHED A GLIDE TO THE NEAREST LANDING AREA. DURING THE APCH, THE PLT STATED, THE AIRSPEED WAS EXCESSIVE AND HE OVERSHOT THE INTENDED LANDING AREA RESULTING IN A COLLISION WITH TREES. EXAMINATION OF THE ENG DISCLOSED THE CRANKSHAFT HAD FAILED. LAB ANALYSIS OF THE SHAFT INDICATED THE FRACTURE WAS A FATIGUE FAILURE.

Brief of Accident (Continued)

File No. - 1284

3/06/85

ROCK HILL, SC

A/C Reg. No. N6399Q

Time (Lc1) - 1830 EST

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, CRANKSHAFT - FAILURE, TOTAL
  2. ENGINE ASSEMBLY, CRANKSHAFT - FATIGUE
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - TREE(S)
  4. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1206

8/03/85

HILTON HEAD IS., SC

A/C Reg. No. N67998

Time (Lcl) - 1500 EDT

-----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

Fire Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 152

Eng Make/Model - LYCOMING O-235-L2C

ELT Installed/Activated - UNK/NR

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1670

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 110 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 050/011 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CHARLESTON, SC

Destination

HILTON HEAD, SC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - WATER

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND

Age - 20

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 - 350

Make/Model- 141

Instrument- 56

Multi-Eng - UNK/NR

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 160

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COMMERCIAL/CFI PLT AND A PASSENGER WERE FLYING JUST OFF SHORE AT ABOUT 700 FT WHEN THE ENGINE QUIT. HE COULD NOT CLEAR TREES ALONG THE SHORE AND THE BEACH WAS UNUSABLE DUE TO FALLEN TREES. THE PLT LANDED IN THE OCEAN AND BOTH OCCUPANTS SWAM TO SHORE. THE ACFT WAS LOCATED BUT NOT RECOVERED.

Brief of Accident (Continued)

File No. - 1206

8/03/85

HILTON HEAD IS., SC

A/C Reg. No. N67998

Time (Lc1) - 1500 EDT

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      DITCHING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)  
2. TERRAIN CONDITION - WATER, GLASSY

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) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1345      8/03/85      GREENVILLE, SC      A/C Reg. No. N3986K      Time (Lcl) - 1216 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model - EIPPER MX-2	Eng Make/Model - ROTAX 503	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 6	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - UNK/NR	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 030/006 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 - 3000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAWN		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 140
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 140
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CLIMBING ALTITUDE THE PARACHUTE , WHICH WAS SECURED TO THE RIGHT SEAT, WAS INADVERTENTLY DEPLOYED AND BECAME TANGLED IN THE PROPELLER. THE ACFT DESCENDED TO THE GROUND WHILE INVERTED AT A SLOW RATE.

Brief of Accident (Continued)

File No. - 1345

8/03/85

GREENVILLE, SC

A/C Reg. No. N3986K

Time (Lcl) - 1216 EDT

-----  
Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      CLIMB

Finding(s)

1. MISC EQPT/FURNISHINGS - DEPLOYED INADVERTENTLY
  2. TIE DOWN/SECURITY OF CARGO - INADEQUATE - PILOT IN COMMAND
  3. EQUIPMENT, OTHER - CONFLICTING - PILOT IN COMMAND
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - GROUND
  5. DESCENT - UNCONTROLLED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1261      9/09/85      AIKEN, SC      A/C Reg. No. N117SR      Time (Lcl) - 1204 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PUBLIC USE  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	1	5	0

-----Aircraft Information-----

Make/Model      - MBB HELICOPTER BK-117A-1  
Landing Gear      - SKID  
Max Gross Wt      - 6283  
No. of Seats      - 9

Eng Make/Model      - LYCOMING LTS-101-650B1  
Number Engines      - 2  
Engine Type      - TURBOSHAFT  
Rated Power      - 600 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 340/007 KTS  
Visibility      - 6.0 SM  
Lowest Sky/Clouds      - SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- HAZE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
AIKEN, SC  
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,CFI  
SE LAND,ME LAND  
HELICOPTER

Age - 42  
Biennial Flight Review  
Current      - YES  
Months Since      - 9  
Aircraft Type - BK117A1

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 2855      Last 24 Hrs - 1  
Make/Model- 143      Last 30 Days- UNK/NR  
Instrument- 298      Last 90 Days- 34  
Multi-Eng - 620      Rotorcraft - 2095

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

PLT WAS MANEUVERING HELICOPTER AT LOW ALT AND INTO RISING TERRAIN. ON 3RD RIGHT TURN RACETRACK PATTERN, WITNESSES OBSERVED ACFT DESCEND SLIGHTLY, ROLL INTO A 45 DEG OR GREATER BANK AND CONTACT TREES. THE ACFT STARTED A YAWING ROTATION TO THE RIGHT AND CONTACTED THE GROUND AT ABOUT A 35 DEG ANGLE OF DESCENT WHILE TRAVELING BACKWARD. ALL SEVEN OCCUPANTS SUCCESSFULLY EXITED THE ACFT THROUGH THE RIGHT DOORS. THIS WAS A SINGLE PLT OPERATION AND THE TASK LOAD AND MISSION PRESSURES WERE HIGH.

Brief of Accident (Continued)

File No. - 1261

9/09/85

AIKEN, SC

A/C Reg. No. N117SR

Time (Lc1) - 1204 EDT

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation       MANEUVERING

Finding(s)

1. OBJECT - TREE(S)
  2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
  3. INSUFFICIENT STANDARDS/REQUIREMENTS - COMPANY/OPERATOR MGMT
  4. MANEUVER - EXCESSIVE - PILOT IN COMMAND
  5. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  6. IMPROPER USE OF PROCEDURE, EXCESSIVE WORKLOAD (TASK OVERLOAD) - PILOT IN COMMAND
  7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, COMPANY-INDUCED PRESSURE - COMPANY/OPERATOR MGMT
  8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation       DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 3,5,6,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1208      1/17/85      JOHNSON CITY, TN      A/C Reg. No. N4124Q      Time (Lcl) - 0057 EST

-----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	Serious	Minor
Accident Occurred During	-MANEUVERING	ON GROUND	Pass	2	0	0
					0	0

-----Aircraft Information-----

Make/Model	- CESSNA 340	Eng Make/Model	- CONTINENTAL TS10-520-J	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5975	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 310 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - IN PERSON</p> <p>Completeness - PARTIAL, LMTD BY PILOT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - 320/003 KTS</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 3000 FT OVERCAST</p> <p>Obstructions to Vision - NONE</p> <p>Precipitation - SNOW</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point CINCINNATI, OH</p> <p>Destination COLUMBIA, SC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</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>
---	--	---

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, ME LAND</p>	<p>Age - 54</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 13</p> <p>Aircraft Type - C-320</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 4965</p> <p>Make/Model - 117</p> <p>Instrument - 1279</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days - 17</p> <p>Last 90 Days - 39</p> <p>Rotorcraft - UNK/NR</p>
--	--	---

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS IFR AT 17000 FT FLYING THRU WX SIGMET AREA FOR SEVERE ICING WHEN THE PLT REQUESTED A DESCENT DUE TO AIRFRAME ICE AND TURBULENCE. DURING THE DESCENT THE PLT REPORTED SHUTTING DOWN THE RIGHT ENG. ON FINAL APCH FOR AN OFF-ARPT LANDING ATTEMPT THE ACFT STALLED AND SPUN TO GROUND CONTACT. CHUNKS OF ICE WERE FOUND NEAR THE WRECKAGE. POST IMPACT EXAM OF THE RIGHT ENG REVEALED CRACKS IN THE #2, #5 AND #4 CYLINDERS. THE #4 CYLINDER HAD BURNED THRU AT THE EXHAUST PORT. THE RIGHT MAGNETO HAD UNACCEPTABLE OUTER CASE FRACTURES WHICH WERE FILLED WITH A RUBBER LIKE SEALANT. THE DISTRIBUTOR BLOCK HAD EVIDENCE OF SEVERE DESTRUCTIVE ARCING AND CROSSFIRING. NO DOCUMENTATION OF COMPLIANCE WITH BENDIX SERVICE BULLETIN NO. 612 DEALING WITH INSPECTION OF THE MAGNETOS WAS FOUND. THE RIGHT ENG PROP WAS NOT IN THE FEATHERED POSITION.

Brief of Accident (Continued)

File No. - 1208

1/17/85

JOHNSON CITY, TN

A/C Reg. No. N4124Q

Time (Lc1) - 0057 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
2. REMEDIAL ACTION - NOT UNDERSTOOD - PILOT IN COMMAND
3. HAZARDOUS WEATHER ADVISORY - DISREGARDED - PILOT IN COMMAND
4. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND
5. WEATHER CONDITION - TURBULENCE
6. WEATHER EVALUATION - NOT PERFORMED - PILOT IN COMMAND
7. WEATHER CONDITION - CLOUDS
8. WEATHER CONDITION - LOW CEILING
9. DESCENT - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation DESCENT

Finding(s)

10. ENGINE ASSEMBLY, CYLINDER - CRACKED
11. IGNITION SYSTEM, MAGNETO - CRACKED
12. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
13. MATERIAL DEFECT - PRODUCTION/DESIGN PSNL
14. IGNITION SYSTEM, DISTRIBUTOR - ARCING

Occurrence #3 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

15. GEAR EXTENSION - IMPROPER - PILOT IN COMMAND
16. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
17. LOWERING OF FLAPS - NOT SELECTED - PILOT IN COMMAND
18. MANEUVER - IMPROPER - PILOT IN COMMAND
19. AIRSPEED(VMC) - NOT IDENTIFIED - PILOT IN COMMAND
20. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,6,9,10,11,12,14,16,19

Factor(s) relating to this accident is/are finding(s) 1,5,7,8,13,15,17,18

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1322

8/19/85

SPRING CITY, TN

A/C Reg. No. N23376

Time (Lc1) - 1630 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	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-38-112  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 3600  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 112 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC

Wind Dir/Speed- 320/006 KTS  
Visibility - 7.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
KNOXVILLE, TN  
Destination  
COOKEVILLE, TN

ATC/Airspace

Type of Flight Plan -  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
UNK/NR

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
STUDENT

Age - 29  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 38  
Make/Model- 38  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT WAS ON A SOLO CROSS-COUNTRY TRAINING FLIGHT WHEN THE ENGINE LOST TOTAL POWER WITHOUT WARNING. THE PLT MADE AN EMERGENCY LANDING IN A FIELD AND DURNING THE LANDING THE AIRCRAFT COLLIDED WITH TREES AND WAS SUBSTANTIALLY DAMAGED. POST CRASH EXAMINATION REVEALED THAT AIR WAS BEING DRAWN INTO THE SYSTEM THROUGH THE GASCOLATOR O-RING SEAL.

Brief of Accident (Continued)

File No. - 1322

8/19/85

SPRING CITY, TN

A/C Reg. No. N23376

Time (Lc1) - 1630 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM - SIPHONING

Occurrence #2 FORCED LANDING  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - OPEN FIELD

Occurrence #3 ON GROUND COLLISION WITH OBJECT  
Phase of Operation LANDING - ROLL

Finding(s)

3. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1321      8/24/85      PORTLAND, TN      A/C Reg. No. N7369Y      Time (Lcl) - 1245 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 -APPROACH			0	0	1	2

-----Aircraft Information-----

Make/Model - PIPER PA-30	Eng Make/Model - LYCOMING IO-320	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 - 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	ATHENS, GA	PORTLAND MUNI
Wind Dir/Speed- 150/006 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 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)
ATP	Current - YES	Total - 12000
ME LAND	Months Since - 23	Make/Model- 200
	Aircraft Type - UNK/NR	Instrument- 1026
		Multi-Eng - 8000
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 120
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT MADE A VISUAL APRCH TO THE WRONG AIRPORT & ATTEMPTED TO GO-AROUND. DURING THE GO-AROUND THE ACFT COLLIDED WITH TREES ON THE DEPARTURE END OF THE RWY.

Brief of Accident (Continued)

File No. - 1321

8/24/85

PORTLAND, TN

A/C Reg. No. N7369Y

Time (Lcl) - 1245 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. OBJECT - TREE(S)
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. LANDED AT WRONG AIRPORT - ATTEMPTED - PILOT IN COMMAND
4. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
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) 2,5

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. - 1299

9/06/85

MCWEWEN, TN

A/C Reg. No. N83053

Time (Lcl) - 1740 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Fire	0	1	0	0
Crew	0	1	0	0
Pass	0	1	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

ON GROUND

-----Aircraft Information-----

Make/Model - AERONCA 7AC  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1500  
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-75  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 65 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - UNK/NR  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
WAVERLY, TN  
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 - 45

Biennial Flight Review  
Current - YES  
Months Since - 5  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 200	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THE ACFT STALLED DURING A TURN AT AN ALT BETWEEN 200 AND 300 FT AGL. RECOVERY WAS NOT ACCOMPLISHED PRIOR TO THE ACFT IMPACTING THE TERRAIN.

Brief of Accident (Continued)

File No. - 1299

9/06/85

MCEWEN, TN

A/C Reg. No. N83053

Time (Lcl) - 1740 CDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

Finding(s)

1. AIRCRAFT HANDLING - POOR - PILOT IN COMMAND
  2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
  3. STALL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1213      9/19/85      ELIZABETHTON, TN      A/C Reg. No. N2045S      Time (Lc1) - 1445 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	0	0	2
Flight Conducted Under -14 CFR 141	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA T210L	Eng Make/Model - CONTINENTAL TS10-520-H	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 - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ELIZABETHTON
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - 06
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - TRAFFIC ADVISORY	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	GO AROUND	
Precipitation - NONE	SIMULATED FORCED LAN	
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, CFI	Current - YES	Total - 4846
SE LAND, ME LAND	Months Since - 4	Last 24 Hrs - 3
GLIDER	Aircraft Type - C-210L	Make/Model- 585
		Last 30 Days- 53
		Instrument- 305
		Last 90 Days- 99
		Multi-Eng - 54

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A DUAL INSTRUCTIONAL FLT THE ENG STOPPED DUE TO FUEL STARVATION DURING A GO-AROUND. DURING THE ATTEMPTED RESTART, THE INSTRUCTOR FAILED TO SWITCH FUEL TANKS. THE ACFT TOUCHED DOWN IN A FLD AND RAN INTO A WOODED AREA WHICH SEPARATED BOTH WINGS FROM THE ACFT STRUCTURE.

Brief of Accident (Continued)

File No. - 1213

9/19/85

ELIZABETHTON, TN

A/C Reg. No. N2045S

Time (Lc1) - 1445 EDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - DUAL STUDENT
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND(CFI)

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

5. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1252      9/26/85      SPRINGFIELD, TN      A/C Reg. No. N2438C      Time (Lc1) - 1045 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 - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity 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	SPRINGFIELD
Wind Dir/Speed- 330/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3700/ 75
Lowest Sky/Clouds - UNK/NR	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 - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 397
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 8
		Instrument- 84
		Multi-Eng - 7
		Last 30 Days- UNK/NR
		Last 90 Days- 99

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS SUBSTANTIALLY DAMAGED AFTER CONTACTING THRES DURING A LANDING FOLLOWING A LOSS OF PWR ON TAKEOFF. POST ACCIDENT INSPECTION REVEALED THE CARBURETOR VALVE ASS'Y HAD SEPARATED FROM THE LEVER ASS'Y ALLOWING THE VALVE TO SEAT FLAT AGAINST THE CARBURETOR THUS BLOCKING THE AIRFLOW. THE THREE SCREWS WHICH SECURE THE VALVE ASS'Y, P/N 77671-09, TO THE LEVER, P/N 77671-10, WERE MISSING AND THE SPOT WELDED SAFETY BAR WAS BROKEN.

Brief of Accident (Continued)

File No. - 1252

9/26/85

SPRINGFIELD, TN

A/C Reg. No. N2438C

Time (Lc1) - 1045 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, CARBURETOR - FAILURE, PARTIAL
2. FUEL SYSTEM, CARBURETOR - BLOCKED(TOTAL)
3. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT

Phase of Operation      DESCENT - EMERGENCY

Finding(s)

4. TERRAIN CONDITION - TREE(S)

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1210      10/09/85      LIVINGSTON, TN      A/C Reg. No. N714BZ      Time (Lcl) - 1500 CDT

-----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  
NONE Pass

-----Aircraft Information-----

Make/Model - CESSNA 150  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1600  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

ELT Installed/Activated - YES/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- 170/005 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - 4000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
PADUCAH, KY  
Destination  
GREENEVILLE, TN

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - VFR  
Type Apch/Lndg - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - GRAVEL  
Runway Status - HIGH VEGETATION  
DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL, CFI

HELICOPTER

Age - 34  
Biennial Flight Review  
Current - YES  
Months Since - 6  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	388	Last 24 Hrs -	5
Make/Model-	70		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	5
			Rotorcraft -	318

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT MADE A FORCED LANDING IN RUGGED TREE COVERED TERRAIN FOLLOWING A LOSS OF PWR DUE TO FUEL EXHAUSTION WHILE ON A X-COUNTRY FLT. THE PLT DECAME LOST NEAR LIVINGSTON, TN, AND CONTACTED THE CROSSVILLE AND LONDON FSS FOR ASSISTANCE. THE ACFT WAS LOCATED 5 MILES WEST OF THE LIVINGSTON VOR, HOWEVER, THE PLT DID NOT FOLLOW THE HEADINGS ISSUED FOR A DF STEER TO THE ARPT. THE FORCED LANDING WAS MADE APRX 10 MILES NORTH OF THE LIVINGSTON ARPT. INSPECTION OF THE ACFT REVEALED NO FUEL PRESENT IN THE CARB OR FUEL LINES. THE TWO WING FUEL TANKS CONTAINED A TOTAL OF 3.5 GALLONS OF FUEL. THE ACFT HAS A FUEL CAPACITY OF 26 GALLONS OF WHICH 3.5 GALLONS ARE UNUSABLE FUEL.

Brief of Accident (Continued)

File No. - 1210

10/09/85

LIVINGSTON, TN

A/C Reg. No. N714BZ

Time (Lcl) - 1500 CDT

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
  3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
  4. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
  6. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 2,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1347

11/03/85

MILLINGTON, TN

A/C Reg. No. N35469

Time (Lcl) - 1430 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
Pass	0	0	2	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172I  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2100  
No. of Seats - 4

Eng Make/Model - AVCO-LYCOMING 320-E2D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 007 KTS  
Visibility - 5.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
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

PRIVATE STRIP  
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 - 51  
Biennial Flight Review  
Current - YES  
Months Since - 11  
Aircraft Type - 172

Medical Certificate - UNK/NR

	Flight Time (Hours)	
Total	351	Last 24 Hrs - UNK/NR
Make/Model-	100	Last 30 Days- UNK/NR
Instrument-	0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLAPED THE NOSE LNDG BEAR DURING A FORCED LNDG AFTER THE ENGINE FAILED DURING TAKEOFF. DURING POST ACE ENG EXAM THE WIRES DISCONNECTED FROM THE MAGNETO SWITCH. THE WIRES WERE RESTING ON THE "P" LEADS. THE FASTENING SCREW FOUND ON THE BOTTOM OF THE CANVAS BAG THAT PROTECTS THE MAG SWITCH.

Brief of Accident (Continued)

File No. - 1347

11/03/85

MILLINGTON, TN

A/C Reg. No. N35469

Time (Lc1) - 1430 CST

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. IGNITION SYSTEM, MAGNETO - DISCONNECTED
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1240      3/04/85      ANDREWS, TX      A/C Reg. No. N6457L      Time (Lc1) - 1024 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 152  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1670  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-235-L2C  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 110 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed      - 300/011 KTS  
Visibility      - 100.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision      - NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
MONAHANS, TX  
Destination  
CHILDRESS, TX

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - DIRT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age      - 27  
Biennial Flight Review  
Current      - YES  
Months Since      - 5  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total      - 322      Last 24 Hrs      - 3  
Make/Model      - 135      Last 30 Days      - UNK/NR  
Instrument      - 43      Last 90 Days      - 28  
Multi-Eng      - 33      Rotorcraft      - UNK/NR

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

ACFT EXPERIENCED A TOTAL PWR LOSS WHILE IN CRUISE FLT. DURING THE SUBSEQUENT FORCED LANDING ON A DIRT ROAD, THE NOSE GEAR COLLAPSED AND THE ACFT NOSED OVER. EXAMINATION OF THE ENG REVEALED SEVERE DAMAGE AS A RESULT OF A FAILURE OF THE #4 EXHAUST VALVE. DUE TO SEVERE PEENING OF THE VALVE FRACTURE SURFACES, THE EXACT MODE OF FAILURE OF THE VALVE COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 1240

3/04/85

ANDREWS, TX

A/C Reg. No. N6457L

Time (Lc1) - 1024 CST

-----  
Occurrence #1            LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, VALVE - FAILURE, TOTAL
  2. ENGINE ASSEMBLY, VALVE - UNDETERMINED
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY  
3. APPROACH AIDS - SOFT

-----

Occurrence #4            NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

4. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
- 

Occurrence #5            NOSE OVER  
Phase of Operation      LANDING - ROLL

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1398      3/08/85      EL CAMPO, TX      A/C Reg. No. N3438P      Time (Lcl) - 1530 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -FERRY	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - PIPER PA-23-160	Eng Make/Model - LYCOMING O-320-B3B	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3800	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 EL CAMPO, TX	
Method - N/A	Destination EDNA, TX	Airport Data
Completeness - N/A	ATC/Airspace	COASTAL AIRPARK
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Ident - 17
Wind Dir/Speed- 160/010 KTS	Type of Clearance - NONE	Runway Lth/Wid - 3100/ 100
Visibility - 7.0 SM	Type Apch/Lndg - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - SCATTERED		Runway Status - DRY
Lowest Ceiling -		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 15700
SE LAND, ME LAND, SE SEA	Months Since - 24	Make/Model- 254
HELICOPTER , GLIDER	Aircraft Type - UNK/NR	Instrument- 1565
		Multi-Eng - 2515
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 170
		Rotorcraft - 2020

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

ATTEMPTING A SINGLE-ENGINE TAKE-OFF, THE PILOT WAS UNABLE TO MAINTAIN VMC OR RETRACT THE LANDING GEAR. HE LOST CONTROL OF THE AIRCRAFT AND COLLIDED WITH A TREE.

Brief of Accident (Continued)

File No. - 1398

3/08/85

EL CAMPO, TX

A/C Reg. No. N3438P

Time (Lc1) - 1530 CST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      STANDING - PRE-FLIGHT

Finding(s)

1. ENGINE ASSEMBLY - INOPERATIVE
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
3. IMPROPER DECISION, PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND
4. MAINTENANCE, SERVICE OF AIRCRAFT - INADEQUATE - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND
6. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - DISABLED
7. - NOT FOLLOWED - PILOT IN COMMAND
8. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

9. EMERGENCY LIGHTS - INADEQUATE
10. GEAR RETRACTION - NOT OBTAINED - PILOT IN COMMAND
11. AIRSPEED(VMC) - NOT OBTAINED - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

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) 1,2,4,6,7,8

Factor(s) relating to this accident is/are finding(s) 10,11,12

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1400

3/09/85

ONALASKA, TX

A/C Reg. No. N4767X

Time (Lc1) - 1530 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Aircraft Damage  
DESTROYED

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
0  
0

Minor  
0  
0

None  
1  
0

-----Aircraft Information-----

Make/Model - CESSNA 150G  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1600  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 190/005 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 4000 FT SCATTERED  
Lowest Ceiling - 30000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
WOODVILLE, TX  
Destination  
LIVINGSTON, TX

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - DIRT  
Runway Status - DRY  
HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP  
SE LAND, ME LAND, SE SEA

Age - 30

Biennial Flight Review

Current - YES  
Months Since - 21  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5392  
Make/Model - 40  
Instrument - 725  
Multi-Eng - 4173  
Last 24 Hrs - 4  
Last 30 Days - UNK/NR  
Last 90 Days - 4

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT ANDERSON WAS ON A BUSINESS TYPE FLIGHT. HE STATED HE LOST ENGINE POWER AND ATTEMPTED TO MAKE A FORCED LANDING. HE WAS UNABLE TO LAND AND COLLIDED WITH A ELECTRIC POLE THEN A PORCH RAILING AND FLIPPED INVERTED. CAUSE OF LOSS OF ENGINE POWER NOT DETERMINED.

Brief of Accident (Continued)

File No. - 1400

3/09/85

ONALASKA, TX

A/C Reg. No. N4767X

Time (Lc1) - 1530 CST

Occurrence #1      LOSS OF POWER  
Phase of Operation      MANEUVERING

Finding(s)

1. ENGINE ASSEMBLY - FAILURE, TOTAL
2. ENGINE ASSEMBLY - UNDETERMINED
3. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - TERRAIN/RUNWAY CONDITION
5. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
6. OBJECT - UTILITY POLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1389      3/10/85      MARKHAM, TX      A/C Reg. No. N52920      Time (Lcl) - 1200 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation      -PERSONAL	Fire	Crew	Fatal	0	0	0
Flight Conducted Under      -14 CFR 91	NONE	Pass	0	0	2	0
Accident Occurred During      -LANDING						

-----Aircraft Information-----

Make/Model      - CESSNA 172-N-II	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      - 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	BAY CITY, TX	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	SAME AS ACC/INC	MARKHAM
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident      - 36
Visibility      - 7.0 SM	Type of Flight Plan      - NONE	Runway Lth/Wid      - 3000
Lowest Sky/Clouds      - 1500 FT SCATTERED	Type of Clearance      - NONE	Runway Surface      - GRASS/TURF
Lowest Ceiling      - 3500 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 - 20	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current      - YES	Total      - 191
SE LAND	Months Since      - 2	Make/Model- 42
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 2
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACCIDENT OCCURRED ON GO-AROUND FROM AN INADVERTANT DOWN-WIND APPROACH TO A CROP DUSTER STRIP. THE PILOT FAILED TO RETRACT THE FLAPS, AND THE HEAVILY-LADEN AIRCRAFT COULD NOT ACCELERATE TO CLIMB. THE PILOT ELECTED TO FLY UNDER POWERLINES AT THE END OF THE RUNWAY BUT COLLIDED WITH A WIRE FENCE. THE NOSE GEAR COLLAPSED AFTER GROUND CONTACT, AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1389

3/10/85

MARKHAM, TX

A/C Reg. No. N52920

Time (Lc1) - 1200 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. OBJECT - FENCE
2. WEATHER CONDITION - TAILWIND
3. AIRPORT FACILITIES, WIND DIRECTION INDICATOR - UNAVAILABLE
4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
6. CLEARANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED  
Phase of Operation LANDING - FLARE/TOUCHDOWN

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) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1296      1/25/85      CEDAR CITY,UT      A/C Reg. No. N29044      Time (Lcl) - 1523 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 206	Eng Make/Model - CONTINENTAL IO-520-F	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point LAS VEGAS,NV	
Method - TELEPHONE	Destination SAME AS ACC/INC	Airport Data CEDAR CITY MUNI
Completeness - WEATHER NOT PERTINENT		Runway Ident - 20
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 7800/ 150
Wind Dir/Speed- 020/006 KTS	Type of Flight Plan - VFR	Runway Surface - ASPHALT
Visibility - 30.0 SM	Type of Clearance - VFR	Runway Status - DRY
Lowest Sky/Clouds - 4500 FT SCATTERED	Type Apch/Lndg - FULL STOP	
Lowest Ceiling - 25000 FT BROKEN		
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)
PRIVATE	Current - UNK/NR	Total - 249
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 181
		Instrument- 7
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 10
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER AFTER CONTACTING A DITCH FOLLOWING A LOSS OF DIRECTIONAL CONTROL DURING A LANDING ROLL. THE PLT STATED THAT AFTER A SOFT TOUCHDOWN THE ACFT BEGAN TO VEER TO THE LEFT OF THE RWY. REMEDIAL RUDDER PRESSURE AND BRAKING WAS ATTEMPTED TO NO AVAIL. THE ACFT TRAVELED OFF THE LEFT SIDE OF THE RWY WHERE IT CONTACTED THE DITCH. THE PLT STATED AFTER THE ACCIDENT THE LEFT TIRE WHICH WAS REPLACED ONE WEEK PRIOR TO THE ACCIDENT WAS FLAT. A MECHANIC INSPECTED THE TIRE AND REPORTED THE TUBE WAS PINCHED BETWEEN THE RIM HALVES.

Brief of Accident (Continued)

File No. - 1296

1/25/85

CEDAR CITY,UT

A/C Reg. No. N29044

Time (Lc1) - 1523 MST

-----  
Occurrence #1            LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. LANDING GEAR,TIRE - FAILURE,TOTAL
  2. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
- 

Occurrence #2            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DIRT BANK
- 

Occurrence #3            NOSE OVER  
Phase of Operation      LANDING - ROLL

-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1297      7/13/85      GLEN CANYON,UT      A/C Reg. No. N8409V      Time (Lcl) - 2145 MDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-ALPINE AVIATION	SUBSTANTIAL					
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire					
Flight Conducted Under	-14 CFR 135	NONE	Crew	0	0	0	1
Accident Occurred During	-DESCENT		Pass	0	0	0	3

-----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	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	PROVO,UT		BULLFROG BASIN	
Wind Dir/Speed	- 330/008 KTS	ATC/Airspace		Runway Ident	- 01
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 3500/ 40
Lowest Sky/Clouds	- 10000 FT SCATTERED	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DUSK				

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1339	Last 24 Hrs - 2
SE LAND,ME LAND	Months Since - 1	Make/Model- 63	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 83	Last 90 Days- 269
		Multi-Eng - 95	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT SAID THAT DURING THE TAKEOFF ROLL AT NIGHT FROM AN UNLIT RUNWAY, HE WAS DISTRACTED WHEN THE ENGINE OVERBOOST LIGHT ILLUMINATED. THE INVESTIGATION REVEALED, HOWEVER, THAT THE PLT WAS ACTUALLY TRYING TO AVOID COLLIDING WITH AN AIRPLANE AT THE OTHER END OF THE RUNWAY THAT WAS BEING USED FOR DIRECTIONAL GUIDANCE. THIS WAS AN FAR 135 AIR TAXI FLT WITH PASSENGERS ABOARD.

Brief of Accident (Continued)

File No. - 1297

7/13/85

GLEN CANYON,UT

A/C Reg. No. N8409V

Time (Lc1) - 2145 MDT

Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIGHT CONDITION - NIGHT
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
5. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - UNAVAILABLE
6. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
7. IMPROPER DECISION, COMPANY-INDUCED PRESSURE - PILOT IN COMMAND
8. LIFT-OFF - PREMATURE - PILOT IN COMMAND
9. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
10. IMPROPER DECISION, PRESSURE INDUCED BY OTHERS - OTHER PERSONNEL
11. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

12. TERRAIN CONDITION - GROUND

Occurrence #3            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      OTHER

Finding(s)

13. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,10,11,13

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1292

7/15/85

THISTLE,UT

A/C Reg. No. N7614Z

Time (Lcl) - 1300 MDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - PIPER PA-25-235

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 2900

No. of Seats - 1

Eng Make/Model - LYCOMING O-540-B2B5

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 235 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - 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 - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SALINA,UT

Destination

SPANISH FORKS,UT

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 42

Biennial Flight Review

Current - YES

Months Since - 21

Aircraft Type - C-172

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)

Total - 13500

Make/Model- 12000

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 300

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD JUST COMPLETED AN AERIAL SPRAY MISSION AND WAS FLYING THROUGH A CANYON WHEN THE ACFT COLLIDED WITH PWR LINES. CONTROL OF THE ACFT WAS LOST AND IT CONTACTED THE TERRAIN.

Brief of Accident (Continued)

File No. - 1292

7/15/85

THISTLE,UT

A/C Reg. No. N7614Z

Time (Lc1) - 1300 MDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. TERRAIN CONDITION - WIRE,TRANSMISSION
  2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    CRUISE - NORMAL

Finding(s)

3. AIRSPEED - UNCONTROLLED - PILOT IN COMMAND
  4. ALTITUDE - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1290      7/22/85      BOUNTIFUL,UT      A/C Reg. No. N2203D      Time (Lcl) - 1835 MDT

-----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 -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -APPROACH

-----Aircraft Information-----

Make/Model - PIPER PA-28

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2550

No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 180 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - UNK/NR

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 340/010 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - 9000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SALT LAKE CITY,UT

Destination

UNK/NR

Airport Proximity

ON AIRPORT

Airport Data

BOUNTIFUL

Runway Ident - 34

Runway Lth/Wid - 4700/ 70

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 37

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 30      Last 24 Hrs - 1

Make/Model- 6      Last 30 Days- 7

Instrument- 2      Last 90 Days- 7

Multi-Eng - UNK/NR      Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT DEPARTED THE ARPT TO PRACTICE TOUCH-&-GO LANDINGS. ON THE 5TH APCH, THE ACFT WAS OBSERVED TO BE LOW. THE PLT FAILED TO ADD PWR AND THE ACFT CONTACTED AN ARPT BOUNDARY FENCE.

Brief of Accident (Continued)

File No. - 1290

7/22/85

BOUNTIFUL,UT

A/C Reg. No. N2203D

Time (Lc1) - 1835 MDT

Occurrence #1           UNDERSHOOT

Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2           IN FLIGHT COLLISION WITH OBJECT

Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1279 1/04/85 WEST POINT,VA

A/C Reg. No. N275MA

Time (Lc1) - 1852 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	0	0	0	0

Type of Operation -FERRY  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -APPROACH

Fire  
NONE

-----Aircraft Information-----

Make/Model - MITSUBISHI MU-2B-25  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 9920  
No. of Seats - 7

Eng Make/Model - GARRETT TPE-3316-252M  
Number Engines - 2  
Engine Type - TURBOPROP  
Rated Power - 715 HP

ELT Installed/Activated - YES-UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - IMC  
Wind Dir/Speed- 030/006 KTS  
Visibility - 1.000 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 200 FT OBSCURED  
Obstructions to Vision- FOG  
Precipitation - DRIZZLE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
YOUNGSTOWN,OH  
Destination  
WEST POINT,VA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

WEST POINT MUNI  
Runway Ident - 27  
Runway Lth/Wid - 3700/ 75  
Runway Surface - ASPHALT  
Runway Status - WET

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - CIRCLING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND,ME LAND

Age - 53  
Biennial Flight Review  
Current - YES  
Months Since - 2  
Aircraft Type - MU2825

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 82818	Last 24 Hrs	- 14
Make/Model-	1500	Last 30 Days-	503
Instrument-	1401	Last 90 Days-	686
Multi-Eng -	71242	Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER BEING DELAYED AT LEAST 2 DAYS AT YOUNGSTOWN, OH, DUE TO MAINTENANCE PROBLEMS THE PLT DEPARTED AT APRX 1725 HRS WITH THE KNOWLEDGE THAT THE WX AT HIS DESTINATION WAS IFT TO LIFR. IN ADDITION, THE PLT WAS SCHEDULED FOR A VACATION AND HAD EXPRESSED HOPES OF DEPARTING ON IT THAT EVENING. THE ACFT WAS SEEN CIRCLING WEST POINT MUNICIPAL ARPT IN AND OUT OF LOW CLOUDS, FOG, AND/OR SMOKE FROM A NEARBY MILL. IMMEDIATELY BEFORE THE ACFT COLLIDED WITH TREES 6.5 MILES WEST OF THE ARPT, A WITNESS SAW RED LIGHTS, ONE ON THE REAR AND ONE CLOSE TO THE FRONT OF THE ACFT, WHICH WAS ESTIMATED TO BE FLYING AT APRX TREE TOP LEVEL.

Brief of Accident (Continued)

File No. - 1279

1/04/85

WEST POINT,VA

A/C Reg. No. N275MA

Time (Lcl) - 1852 EST

Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation        APPROACH - CIRCLING(IFR)

Finding(s)

1. WEATHER CONDITION - BELOW APPROACH MINIMUMS
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. IMPROPER DECISION,SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - FOG
6. WEATHER CONDITION - OBSCURATION

Occurrence #2            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation        APPROACH - CIRCLING(IFR)

Finding(s)

7. LIGHT CONDITION - DARK NIGHT
8. OBJECT - TREE(S)
9. MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,9

Factor(s) relating to this accident is/are finding(s) 1,4,5,6,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1260

3/08/85

LE BANON, VA

A/C Reg. No. N5430B

Time (Lcl) - 1720 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

1

0

0

Accident Occurred During -CRUISE

-----Aircraft Information-----

Make/Model - CESSNA 182

Eng Make/Model - CONTINENTAL O-470-L

ELT Installed/Activated - UNK/NR

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

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 270/013 KTS

Visibility - 2.500 SM

Lowest Sky/Clouds -

Lowest Ceiling - 2500 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SPRINGFIELD, MO

Destination

WOODBARDY, VA

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 - 41

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 290

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT IMPACTED TREES AND CAME TO REST 400 FT DOWNSLOPE FROM THE TOP OF CLINCH MOUNTAIN. THE NON-INSTRUMENT RATED PLT DEPARTED SPRINGFIELD, MO, WITH A CEILING OF APRX 300-400 FT AGL. THE PLT THEN LANDED AT COOKEVILLE, TN, WHERE HE RECEIVED A WX BRIEFING AND FUEL. THE PLT STATED TO THE FSS BRIEFER, HE HAD TO DEViate SOUTH OF HIS ORIGINALLY PLANNED COURSE BECAUSE OF WX AND HE WANTED TO EXTEND HIS FLT PLAN. THE PLT WAS ADVISED DURING THE BRIEFING THAT VFR WAS NOT RECOMMENDED ALONG THE ROUTE OF FLT BECAUSE OF RAINSHOWERS, LOW CEILINGS AND LOW VISIBILITIES. COOKEVILLE WAS MVFR BUT IFR WAS FORECAST ALONG THE ROUTE AS THE DETERIORATING WX MOVED SOUTH. WX IN THE AREA OF THE ACCIDENT AT THE TIME WAS REPORTED AS BEING MARGINAL.

Brief of Accident (Continued)

File No. - 1260

3/08/85

LE BANON,VA

A/C Reg. No. N5430B

Time (Lc1) - 1720 EST

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE

Finding(s)

1. WEATHER CONDITION - LOW CEILING
  2. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
  3. WEATHER EVALUATION - DISREGARDED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      CRUISE - NORMAL

Finding(s)

4. OBJECT - TREE(S)
  5. ALTITUDE - IMPROPER - PILOT IN COMMAND
  6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1232      8/12/85      ROANOKE,VA      A/C Reg. No. N141BC      Time (Lcl) - 1525 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -TAXI

Aircraft Damage

SUBSTANTIAL

Fire  
ON GROUND

Fatal

Crew      0  
Pass      0  
Other      0

Injuries

Serious      Minor

0      0      1      1  
0      0      0      1

-----Aircraft Information-----

Make/Model      - BEECHCRAFT A36  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3650  
No. of Seats      - UNK/NR

Eng Make/Model      - CONTINENTAL IO-520-BB  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 285 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - UNK/NR  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - UNK/NR  
Wind Dir/Speed-      UNK/NR  
Visibility      - UNK/NR  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - UNK/NR  
Obstructions to Vision-      UNK/NR  
Precipitation      - UNK/NR  
Condition of Light      - UNK/NR

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
RICHLANDS,VA

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance      - IFR  
Type Apch/Lndg      - NONE

Airport Proximity  
ON AIRPORT

Airport Data

WOODRUM FIELD  
Runway Ident      - UNK/NR  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - UNK/NR  
Runway Status      - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND,ME LAND

Age - 25

Biennial Flight Review

Current      - YES  
Months Since      - 3  
Aircraft Type      - A-36

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total      - 407      Last 24 Hrs - 1  
Make/Model- 40      Last 30 Days- UNK/NR  
Instrument- 105      Last 90 Days- 20  
Multi-Eng - 232

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD BOARDED TWO PAX AND STARTED THE ENG. WHEN HE ATTEMPTED TO TAXI HE REALIZED HE STILL HAD A CHOCKED GEAR. LEAVING THE ENG RUNNING HE GOT OUT AND FOUND THE NOSE GEAR CHOCKED. WHEN HE REMOVED THE CHOCK, THE ACFT WHICH WAS PARKED ON AN INCLINE BEGAN TO ROLL FORWARD. WHILE THE PLT WAS ATTEMPTING TO REBOARD, THE ENG WENT TO FULL POWER. THE ACFT ROLLED SEVERAL HUNDRED FT AND THEN STRUCK A SOD BANK, A CHAIN LINK FENCE AND BURST INTO FLAMES.

Brief of Accident (Continued)

File No. - 1232

8/12/85

ROANOKE, VA

A/C Reg. No. N141BC

Time (Lc1) - 1925 EDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      STANDING - ENGINE(S) OPERATING

Finding(s)

1. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
2. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - INTENTIONAL - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      TAXI

Finding(s)

3. OBJECT - FENCE

Occurrence #3      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      TAXI

Finding(s)

4. TERRAIN CONDITION - DIRT BANK

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) 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. - 1388

6/17/85

PASCO, WA

A/C Reg. No. N1795S

Time (Lcl) - 2040 PDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -AERIAL APPLICATION

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 137

IN FLIGHT

Pass

0

0

0

0

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - AERO COMMANDER 600S-20

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 - UNK/NR

Max Gross Wt - 6000

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 600 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Itinerary

Last Departure Point

Airport Proximity

OFF AIRPORT/STRIP

Method - N/A

Completeness - N/A

SAME AS ACC/INC

Destination

Airport Data

Basic Weather - VMC

LOCAL

Wind Dir/Speed- CALM

Runway Ident - N/A

Visibility - 30.0 SM

ATC/Airspace

Runway Lth/Wid - N/A

Lowest Sky/Clouds - CLEAR

Type of Flight Plan - NONE

Runway Surface - N/A

Lowest Ceiling - NONE

Type of Clearance - NONE

Runway Status - N/A

Obstructions to Vision- NONE

Type Apch/Lndg - NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

-----Personnel Information-----

Pilot-In-Command

Age - 41

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 8878

Last 24 Hrs - 3

SE LAND, SE SEA

Months Since - 13

Make/Model- 1947

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- UNK/NR

Last 90 Days- 148

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THIS AERO COMMANDER 600S-20 DEPARTED ON AN AERIAL APPLICATION FLIGHT. SHORTLY AFTER TAKEOFF THE PILOT NOTICED FLAMES COMING FROM THE ENGINE COMPARTMENT, EXPERIENCED A POWER LOSS AND MADE A FORCED LANDING IN SAND DUNES, SUBSTANTIALLY DAMAGING THE AIRCRAFT. INSPECTION OF THE AIRCRAFT REVEALED THAT THE MAIN STARTER RELAY HAD NOT RELEASED AND WAS THE SOURCE OF THE FIRE.

Brief of Accident (Continued)

File No. - 1388

6/17/85

PASCO,WA

A/C Reg. No. N1795S

Time (Lc1) - 2040 PDT

Occurrence #1 FIRE  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)  
1. ENGINE ACCESSORIES,ENGINE STARTER - ENGAGED

Occurrence #2 LOSS OF POWER  
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING

Finding(s)  
2. TERRAIN CONDITION - NONE SUITABLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1385      6/22/85      YAKIMA,WA      A/C Reg. No. N1983Q      Time (Lc1) - 1610 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PUBLIC USE  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -MANEUVERING

Aircraft Damage  
DESTROYED

Fire  
ON GROUND

Crew 1  
Pass 3

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
3	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA C-177RG  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2800  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B6D  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 090/007 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  
YAKIMA,WA  
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 - 38

Biennial Flight Review

Current - YES  
Months Since - 12  
Aircraft Type - C-177RG

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	600	Last 24 Hrs	-	3
Make/Model	-	400	Last 30 Days	-	6
Instrument	-	52	Last 90 Days	-	20
Multi-Eng	-	UNK/NR	Rotorcraft	-	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT, WHILE IN SLOW-FLIGHT CONFIGURATION, AT LOW ALTITUDE, IN LIGHT CHOP, FAILED TO SEE AND AVOID TREES. RESULTING TREE IMPACT CAUSED ACFT INTO STALL CONDITIONS. ACFT CONTACTED OTHER TREES, CRASHED AND BURNED.

Brief of Accident (Continued)

File No. - 1385

6/22/85

YAKIMA,WA

A/C Reg. No. N1983Q

Time (Lc1) - 1610 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation MANEUVERING

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
3. STALL/SPIN - NOT CORRECTED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1327      6/29/85      ASOTIN,WA      A/C Reg. No. N3814J      Time (Lc1) - 1307 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 150G	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	- 1500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - IN PERSON</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 300/003 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>LEWISTON, ID</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>NONE</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
--	---	---

-----Personnel Information-----

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 105
SE LAND	Months Since - 0	Make/Model- 71
GLIDER	Aircraft Type - UNK/NR	Instrument- 3
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 43
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE MANEUVERING, THE AIRCRAFTS ENGINE SPUTTERED AND THEN QUIT. DURING FORCED LANDING ON A FRESHLY PLOWED FIELD, THE AIRCRAFTS NOSE WHEEL DUG IN AND COLLAPSED. THE ACIRCRAFT NOSED OVER. THE AIRCRAFT WAS EXAMINED BY AN A & P MECHANIC AND NO ABNORMALITIES COULD BE FOUND. IT IS POSSIBLE, SINCE THE AIRCRAFT WAS FUELED WITH AUTOMOTIVE FFUEL AND IT WAS A WARM DAY (90 DEGREES F.), THAT A VAPOR LOCK OCCURRED.

Brief of Accident (Continued)

File No. - 1327

6/29/85

ASOTIN,WA

A/C Reg. No. N3814J

Time (Lcl) - 1307 PDT

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    MANEUVERING

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2        NOSE GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)  
2. TERRAIN CONDITION - SOFT  
-----

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)  
3. LANDING GEAR,NOSE GEAR - OVERLOAD  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1324      7/26/85      PASCO,WA      A/C Reg. No. N1964J      Time (Lcl) - 1745 PDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0

Type of Operation -AERIAL APPLICATION  
Flight Conducted Under -14 CFR 137  
Accident Occurred During -TAKEOFF

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA T-188C  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 4700  
No. of Seats - 1

Eng Make/Model - CONTINENTAL TS10-520-T  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 310 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 50.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
PASCO,WA  
Destination  
PASCO,WA

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRSTRIP

Airport Data

Runway Ident - UNK/NR  
Runway Lth/Wid - 1800 -UNK/NR  
Runway Surface - GRAVEL  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 28  
Biennial Flight Review  
Current - YES  
Months Since - 4  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 3250  
Make/Model- 2500  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - 10  
Last 30 Days- UNK/NR  
Last 90 Days- 175  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ELECTED TO DEPART AN 1800 FOOT GRAVEL AIRSTRIP WITH A 90 DEGRDD F TEMPERATURE. THE DENSITY ALTITUDE WAS ABOUT 3100 FEET. THE AIRCRAFT WAS HEAVILY LOADED, APPROACHING GROSS WEIGHT. THE PILOT MADE THE DECISION DURING THE LAST 1/3 OF THE RUNWAY TO ABORT THE TAKEOFF. HE DUMPED HIS LOAD, APPLIED FULL FLAPS, AND THEN BECAME AIRBORNE. DURING A SHALLOW RIGHT TURN THE RIGHT WING CONTACTED TALL WHEAT AND THE AIRCRAFT STRUCK THE GROUND.

Brief of Accident (Continued)

File No. - 1324

7/26/85

PASCO,WA

A/C Reg. No. N1964J

Time (Lcl) - 1745 PDT

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - UNFAVORABLE WIND
4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
5. TERRAIN CONDITION - SOFT
6. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
7. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - EXCEEDED

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

8. OBJECT - CROP

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,7

Factor(s) relating to this accident is/are finding(s) 1,3,5,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1278      9/07/85      WENATCHEE, WA      A/C Reg. No. N7340Z      Time (Lcl) - 0950 PDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 137	ON GROUND	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER PA-25-235	Eng Make/Model - LYCOMING O-540-B2B5	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 260/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 8000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 6621
SE LAND, ME LAND	Months Since - 14	Make/Model- 670
HELICOPTER , GLIDER	Aircraft Type - UNK/NR	Instrument- 230
		Multi-Eng - 100
		Last 24 Hrs - 1
		Last 30 Days- 20
		Last 90 Days- 70
		Rotorcraft - 4123

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TWO APPLICATION RUNS, PLT APPARENTLY ATTEMPTED TO SHORTEN THE RACE-TRACK PATTERN BY INITIATING THE INBOUND TURN INTO A CANYON. ACFT WAS OBSERVED TO CLIMB CLEAR OF THE CANYON WALL NEAR COMPLETION OF TURN, BUT LOAD WAS JETTISONED AT THIS POINT AND THE ACFT DESCENDED SHARPLY INTO A SECOND, NARROW CANYON JUST SHORT OF THE OBJECT CROP, WHICH WAS SITUATED ON A PLATEAU, AND IMPACTED TERRAIN, INTENSE GROUND FIRE SUBSEQUENTLY CONSUMED NON-METALLIC STRUCTURE OF THE ACFT. INVESTIGATION REVEALED THE ACFT IMPACTED WITH HIGH VERTICAL FORCES AND LITTLE FORWARD MOMENTUM. NO EVIDENCE WAS FOUND OF ANY MALFUNCTION OR FAILURE IN THE ACFT STRUCTURE, SYSTEMS OR POWERPLANT.

Brief of Accident (Continued)

File No. - 1278

9/07/85

WENATCHEE, WA

A/C Reg. No. N7340Z

Time (Lc1) - 0950 PDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2.      IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. TERRAIN CONDITION - RISING
4.      CLEARANCE - MISJUDGED - PILOT IN COMMAND
5. LOAD JETTISON - PERFORMED -
6. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1341      5/30/85      MERRILL, WI      A/C Reg. No. N66069      Time (Lcl) - 2045 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-INSTRUCTIONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 130/009 KTS</p> <p>Visibility - 12.0 SM</p> <p>Lowest Sky/Clouds - 6000 FT SCATTERED</p> <p>Lowest Ceiling - 10000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data MERRILL</p> <p>Runway Ident - 25</p> <p>Runway Lth/Wid - 4000/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
--	---	--

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) STUDENT</p>	<p>Age - 42</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 36</p> <p>Make/Model- 36</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 27</p>
---	---	--

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS PERFORMING TOUCH-AND-GO'S WHEN ON THE LANDING ROLL SHE ALLOWED THE ACFT TO DRIFT OFF THE RWY INTO SOFT TERRAIN. THE ACFT NOSED OVER. THE PLT STATED THAT SHE WAS LOOKING INSIDE TO RAISE THE FLAPS.

Brief of Accident (Continued)

File No. - 1341

5/30/85

MERRILL,WI

A/C Reg. No. N66069

Time (Lc1) - 2045 CDT

Occurrence #1 NOSE OVER  
Phase of Operation LANDING - ROLL

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
3. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1394      6/07/85      BLAIR, WI      A/C Reg. No. N55956      Time (Lcl) - 2015 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A4A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

<b>Weather Data</b> Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 300/007 KTS Visibility - 20.0 SM Lowest Sky/Clouds - Lowest Ceiling - 25000 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	<b>Itinerary</b> Last Departure Point BLAIR, WI Destination LOCAL  <b>ATC/Airspace</b> Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - TRAFFIC PATTERN FULL STOP	<b>Airport Proximity</b> OFF AIRPORT/STRIP  <b>Airport Data</b> Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - DIRT Runway Status - DRY HIGH VEGETATION
--	---	---

-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 44 Biennial Flight Review Current - YES Months Since - 9 Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 285 Make/Model- 285 Instrument- UNK/NR Multi-Eng - UNK/NR Last 24 Hrs - UNK/NR Last 30 Days- UNK/NR Last 90 Days- 13 Rotorcraft - UNK/NR
--	---	---

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ATTEMPTED TO LAND THE ACFT IN A FARM FIELD BUT WAS UNABLE TO STOP BEFORE REACHING THE END OF THE FIELD. THE ACFT RAN THROUGH A FENCE & A DITCH BEFORE COMING TO REST. THE PLT STATED THAT HE OVERSHOT THE RWY, LANDED LONG, & WAS UNABLE TO STOP THE ACFT IN THE DISTANCE REMAINING.

Brief of Accident (Continued)

File No. - 1394

6/07/85

BLAIR,WI

A/C Reg. No. N55956

Time (Lc1) - 2015 CDT

-----  
Occurrence #1            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
  3. JUDGEMENT - POOR - PILOT IN COMMAND
  4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
  5.        IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  6. TERRAIN CONDITION - NONE SUITABLE
- 

Occurrence #2            GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

7. TERRAIN CONDITION - DITCH
  8. OBJECT - FENCE
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6,7,8

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1320      7/03/85      NEW RICHMOND, WI      A/C Reg. No. N33006      Time (Lcl) - 1740 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	2	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire NONE  
Crew Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28-200  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2650  
No. of Seats - 4

Eng Make/Model - LYCOMING IO360 CIC  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 210/019 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - SCATTERED  
Lowest Ceiling - BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
NEW RICHMOND, WI  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN  
GO AROUND  
FULL STOP

Airport Proximity  
ON AIRSTRIP

Airport Data

NEW RICHMOND MUNICIPAL  
Runway Ident - 22  
Runway Lth/Wid - 2100/ 75  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 41  
Biennial Flight Review  
Current - YES  
Months Since - 14  
Aircraft Type - PA28200

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	276	Last 24 Hrs -	1
Make/Model-	276		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	3

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT VEERED TO THE RT & HIT A RWY MARKER DURING THE ATTEMPTED GO-AROUND. THE WIND WAS FROM 210 DEGREES AT 19 KTS GUSTING TO 27 KTS. THE PLT SAID THAT IF THE MARKER HAD BEEN "BREAK-AWAY" PLASTIC THE DAMAGE WOULD HAVE BEEN NEGLIABLE.

Brief of Accident (Continued)

File No. - 1320

7/03/85

NEW RICHMOND,WI

A/C Reg. No. N33006

Time (Lc1) - 1740 CDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,QUALIFICATION - PILOT IN COMMAND
3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,QUALIFICATION - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE,LACK OF RECENT EXPERIENCE - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION.WITH OBJECT  
Phase of Operation      LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5,6,7,8

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1319      7/03/85      ELKHORN,WI      A/C Reg. No. N65562      Time (Lc1) - 1825 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Injuries		
		Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - DESCENT

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 152  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1670  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235 L2C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 110 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 130/006 KTS  
Visibility - 12.0 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
BURLINGTON,WI  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

UNKNOWN  
Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

FULL STOP

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND,ME LAND,SE SEA

Age - 43  
Biennial Flight Review  
Current - YES  
Months Since - 4  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 2715	Last 24 Hrs	- 1
Make/Model-	9	Last 30 Days-	UNK/NR
Instrument-	560	Last 90 Days-	103
Multi-Eng	- 2215		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE TERRAIN DURING A LOW ALT MANEUVER. THE PLT SAID THAT HE ALLOWED THE AIRSPEED TO DISSIPATE DURING A TURN AND BEFORE HE COULD RECOVER THE ACFT HIT THE GROUND.

Brief of Accident (Continued)

File No. - 1319

7/03/85

ELKHORN,WI

A/C Reg. No. N65562

Time (Lc1) - 1825 CDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
2. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2      HARD LANDING  
Phase of Operation      DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1316      7/13/85      STOUGHTON,WI      A/C Reg. No. N47677      Time (Lcl) - 1615 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

Serious  
0  
0

Minor  
0  
0

None  
1  
3

-----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-360A4M  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 180 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - ACFT RADIO  
Completeness      - PARTIAL,LMTD BY FCSTR  
Basic Weather      - VMC  
Wind Dir/Speed- 230/010 KTS  
Visibility      - 6.0 SM  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - 3000 FT OVERCAST  
Obstructions to Vision- HAZE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
DODGEVILLE,WI  
Destination  
STOUGHTON,WI

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

MATSON AIRPORT  
Runway Ident      - 18  
Runway Lth/Wid      - 2500 -UNK/NR  
Runway Surface      - GRASS/TURF  
Runway Status      - HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 57  
Biennial Flight Review  
Current      - YES  
Months Since      - 8  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)  
Total      - 636  
Last 24 Hrs - 6  
Make/Model- 50  
Last 30 Days- UNK/NR  
Instrument- 16  
Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

UPON LANDING FOLLOWING A NORMAL 70 KNOT FINAL APPROACH THE AIRCRAFT INITIALLY TOUCHED DOWN ONE-THIRD OF THE WAY DOWN THE 2500 FT GRASS RUNWAY. A BOUNCE CARRIED THE AIRCRAFT TO A POINT HALFWAY DOWN THE RUNWAY WHERE THE AIRCRAFT LANDED IN A FULL STALL. THE PILOT COMMENCED BRAKING BUT THE AIRCRAFT VEERED OFF THE RIGHT SIDE INTO TREES AND A DITCH. AN EXAMINATION OF THE ACFT LOGBOOK REVEALED THAT THE RIGHT BRAKE LININGS WERE REPLACED TWICE SINCE 04-23-84. AN EXAMINATION OF THE BRAKE SYSTEM ITSELF REVEALED NOTHING THAT WOULD CAUSE INADVERTENT BRAKE LOCKING, HOWEVER THE PILOT DESCRIBED THE GRASS RUNWAY SURFACE AS DRY BUT SLIPPERY.

Brief of Accident (Continued)

File No. - 1316

7/13/85

STOUGHTON, WI

A/C Reg. No. N47677

Time (Lc1) - 1615 CDT

Occurrence #1      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - ATTEMPTED - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

4. OBJECT - TREE(S)
5. GROUND LOOP/SWERVE - POOR - PILOT IN COMMAND
6. TERRAIN CONDITION - DITCH
7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5

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. - 1334 7/13/85 IOLA, WI

A/C Reg. No. N1487A

Time (Lcl) - 1830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-22  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1800  
No. of Seats - 4

Eng Make/Model - LYCOMING O-290-D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 125 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 220/007 KTS  
Visibility - 5.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 5000 FT OVERCAST  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
IOLA, MN  
Destination  
ANOKA, MN

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 43  
Biennial Flight Review  
Current - YES  
Months Since - 10  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	469	Last 24 Hrs	-	3
Make/Model	-	284	Last 30 Days	-	UNK/NR
Instrument	-	UNK/NR	Last 90 Days	-	19
Multi-Eng	-	UNK/NR	Rotorcraft	-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

UPON TAKEOFF AT APPROXIMATELY 100 FT AGL THE PILOT EXPERIENCED A PARTIAL POWER LOSS WHICH NECESSITATED A FORCED LANDING IN A SOFT, WET POTATO FIELD. THE PILOT HAD TIME TO SWITCH FUEL TANKS AND MAGNETOS PRIOR TO TOUCHDOWN, BUT THE POWER LOSS REMAINED CONSTANT. UPON TOUCHDOWN THE AIRCRAFT FLIPPED OVER ON ITS BACK. THE PILOT STATED THAT THE PRE-TAKEOFF ENGINE RUN-UP AND MAGNETO CHECK WAS NORMAL. AN EXAMINATION OF THE ENGINE REVEALED THAT 5 OF THE 8 SPARK PLUGS WERE LEAD FOWLED. THREE WERE COMPLETELY SHORTED OUT AND TWO SPARKED INTERMITTENTLY. TWO OF THE MALFUNCTIONING PLUGS WERE ON THE SAME CYLINDER.

Brief of Accident (Continued)

File No. - 1334

7/13/85

IOLA,WI

A/C Reg. No. N1487A

Time (Lc1) - 1830 CDT

-----  
Occurrence #1            LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

1. IGNITION SYSTEM, SPARK PLUG - LEADED PLUGS
  2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

3. TERRAIN CONDITION - SOFT
  4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1330      9/13/85      MINOCQUA,WI      A/C Reg. No. N4885Y      Time (Lc1) - 0700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -STANDING

Aircraft Damage  
DESTROYED

Fire  
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model      - CESSNA T210N  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 4000  
No. of Seats      - 6

Eng Make/Model - CONTINENTAL TS10-520-R  
Number Engines - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 310 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - UNK/NR  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- CALM  
Visibility      - 15.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
POMPANO BEACH,FL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
ON AIRPORT

Airport Data

LEE MGM. FIELD  
Runway Ident      - UNK/NR  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - UNK/NR  
Runway Status      - UNK/NR

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND,ME LAND,SE SEA

Age - 63  
Biennial Flight Review  
Current      - YES  
Months Since      - 17  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 0	Last 24 Hrs	- UNK/NR
Make/Model-	2000	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	50
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PIC ATTEMPTED TO START THE ENGINE. THE ENGINE STARTED BUT IN ABOUT 3 SECONDS STOPPED. DURING A SECOND START ATTEMPT A FIRE STARTED IN THE ENGINE COMPARTMENT. THE PIC THOUGHT HE HAD EXTINGUISHED THE FIRE WHEN FLAMES WERE SEEN IN THE COPILOT PEDAL AREA. THE AIRCRAFT WAS DEMOLISHED BY THE FIRE.

Brief of Accident (Continued)

File No. - 1330

9/13/85

MINOCQUA,WI

A/C Reg. No. N4885Y

Time (Lc1) - 0700 CDT

-----  
Occurrence            FIRE  
Phase of Operation    STANDING - STARTING ENGINE(S)

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. - 1318

9/21/85

RACINE, WI

A/C Reg. No. N50433

Time (Lcl) - 1100 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew	0	0	0	0
Pass	0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 150H

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1600

No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 100 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 060/011 KTS

Visibility - 8.0 SM

Lowest Sky/Clouds -

Lowest Ceiling - 1400 FT BROKEN

Obstructions to Vision- NONE

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

HORLICK-RACINE

Runway Ident - UNK/NR

Runway Lth/Wid - 6555/ 100

Runway Surface - ASPHALT

Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 44

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 22 Last 24 Hrs - 3

Make/Model- 22 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED A GUST OF WIND RESULTED IN A NOSE HIGH LEFT TURN JUST PRIOR TO TOUCHDOWN. POWER WAS ADDED & THE LEFT WING CONTACTED THE RUNWAY. THE AIRCRAFT WENT OFF THE LEFT SIDE OF THE RUNWAY AND HIT A DITCH.

Brief of Accident (Continued)

File No. - 1318

9/21/85

RACINE, WI

A/C Reg. No. N50433

Time (Lc1) - 1100 CDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND

Occurrence #2      DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DITCH
6. 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) 2,4,6

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. - 1209      6/04/85      ATLANTIC CITY,WY      A/C Reg. No. N66771      Time (Lcl) - 1045 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -BUSINESS	Fire	Crew 0	Serious 1	Minor 0	None 0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	2	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 180K	Eng Make/Model - CONTINENTAL O-470-U	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	KANAB,UT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ATLANTIC CITY,WY	Runway Ident - N/A
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Surface - GRAVEL
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	
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)
PRIVATE	Current - YES	Total - 1920
SE LAND	Months Since - 13	Last 24 Hrs - 3
	Aircraft Type - C-180K	Make/Model- 1860
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 102

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING AN ATTEMPTED LANDING ON A NARROW CURVED ROADWAY IN A MINING PIT. WITNESSES REPORTED THE ACFT MADE A STEEP DESCENT, TOUCHED DOWN ON THE ROAD AND ALMOST IMMEDIATELY DEPARTED THE ROAD. THE ACFT ENTERED AN AREA OF LARGE BOULDERS, NOSED OVER AND TRAVELED 76 FT UPSIDE DOWN AND BACKWARDS THROUGH THE ROCKS.

Brief of Accident (Continued)

File No. - 1209

6/04/85

ATLANTIC CITY, WY

A/C Reg. No. N66771

Time (Lc1) - 1045 MDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    LANDING - ROLL

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
- 

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

NTSB-AAB-86-21

Brief ~~XXXX~~ Format  
U.S. Civil and Foreign Aviation  
Issue Number 7 of 1985 Accidents

EMBRY-RIDDLE AERO.U. DAYTONA BEACH



3 1745 00065 7331

**U.S. DEPARTMENT OF COMMERCE**  
**National Technical Information Service**  
Springfield, Va 22161

OFFICIAL BUSINESS

Penalty for Private Use, \$300

AN EQUAL OPPORTUNITY EMPLOYER

POSTAGE AND FEES PAID  
U.S. DEPARTMENT OF COMMERCE  
COM-211



SPECIAL FOURTH-CLASS RATE  
BOOK