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NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

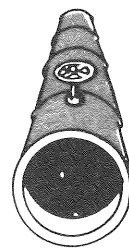
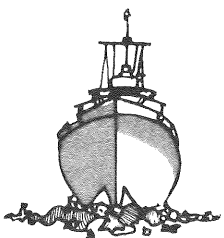
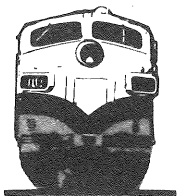
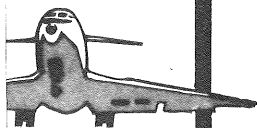
BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 8, 1985 ACCIDENTS



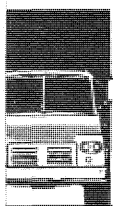
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TECHNICAL REPORT DOCUMENTATION PAGE

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15. Supplementary Notes			
16. Abstract <p>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.</p> <p>File Numbers: 1401 through 1600</p>			
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FOREWORD

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

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

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

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

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

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

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

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DEFINITIONS

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

Aircraft Accidents

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 8

CALENDAR YEAR 1985

File Order Listing - Issue No. 8, 1985

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
1401	3502M	060785	DES MOINES, IA	PIPER	PA-28-181	NONE	148
1402	2267E	060885	CURTIS, NE	CESSNA	172	NONE	244
1403	8688D	072485	PALMER, AK	PIPER	PA-18	NONE	10
1404	CGIBB	061185	KISSIMMEE, FL	LAKE AIRCRAF	LA-4-200	NONE	90
1405	2603C	061185	WABASSO, FL	PIPER	PA-38-112	MINOR	88
1406	83678	061585	BARNARDSVILLE, NC	CHAMPION	7AC	NONE	230
1408	6102J	090685	SHUFFLETOWN, NC	PIPER	PA-28R-200	SERIOUS	234
1409	CFFLC	060685	CLEVELAND, OH	BEECH	E18S	FATAL	298
1410	20QN	020285	SHREVEPORT, LA	SWEARINGEN	SA-226T	NONE	180
1413	13954	010385	MANHATTAN, MT	POLLIWAGEN	2 PLACE	FATAL	224
1414	3559Y	020585	ASHLAND, OR	CESSNA	182-F	FATAL	312
1415	28428	051885	COLUMBIANA, AL	LUSCOMBE	8-A	NONE	26
1415	NONE	051885	COLUMBIANA, AL	UP FLIGHT DE	GLIDER TRY	NONE	28
1416	58395	021485	HILO, HI	HUGHES	369-D	NONE	144
1418	5481Q	052585	NECEDAH, WI	CESSNA	150L	NONE	366
1419	25678	071385	AMERICAN FALLS, ID	PIPER	PA-38-112	NONE	158
1420	5829P	070585	MCCALL, ID	PIPER	PA-24-250	NONE	156
1421	200AW	070685	RENO, NV	MEYERS	2000	NONE	274
1422	3601D	071685	HOONAH, AK	AEROSPATIAL	AS350D	NONE	8
1423	8341L	071285	BAHAMAS, OF	PIPER	PA-32R-301	FATAL	294
1424	52197	051985	HOOKSETT, NH	CESSNA	180J	NONE	252
1425	5621Z	061685	CHAMPLAIN, NY	PIPER	PA-22-108	NONE	286
1426	82126	061285	OLD TOWN, ME	PIPER	PA-18-150	NONE	190
1427	55490	061585	RED HOOK, NY	PIPER	PA-28-140	NONE	284
1428	5288G	060285	TOUGHKENAMON, PA	CESSNA	305A	NONE	314

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File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
1429	5694Y	060985	S.WOODSTOCK, VT	ENSTROM	280C	NONE	350
1430	9748P	082385	YANKTON, SD	PIPER	PA-25-235	MINOR	340
1431	9455D	073085	EVANSTON, WY	CESSNA	172RG	NONE	378
1432	7559F	090185	ALABASTER, AL	BELLANCA	CHAMPION 7	NONE	30
1433	5269Q	091285	OLATHE, KS	CESSNA	152	NONE	176
1434	1756R	090785	LINCOLN, NE	CESSNA	A185F	NONE	246
1435	1290D	091385	EDEN PRAIRIE, MN	CESSNA	170	MINOR	208
1436	9909P	070585	MT. CARMEL, IL	PIPER	PA-36-285	NONE	162
1437	82CG	070885	PULLMAN, WA	RAND/ROBINSON	KR2	SERIOUS	354
1438	52142	100285	CRIVITZ, WI	CESSNA	172	NONE	372
1439	7346Z	060985	FILLMORE, UT	PIPER	PA-25-235	NONE	348
1440	8966W	052985	BATAVIA, NY	PIPER	PA-28-235	NONE	282
1441	2611G	071685	DENIO, NV	CESSNA	182	NONE	276
1442	9557K	090685	OXFORD, IA	PIPER	PA-28-181	NONE	150
1443	6388A	030385	FREDERICK, MD	CESSNA	182	SERIOUS	186
1444	53982	082985	GERMANTOWN, OH	BELLANCA	8KCAB	NONE	308
1445	66550	083185	WABASH, IN	CESSNA	150M	MINOR	174
1446	5783G	080385	ROMEO, MI	CESSNA	150K	NONE	200
1447	1CK	072885	HOBART, IN	BEECH	C33-A	NONE	172
1448	4460U	072285	LINCOLN, IL	CESSNA	150D	NONE	166
1449	63258	083085	SANTA FE, NM	CESSNA	150M	NONE	270
1450	8864N	090585	UNDERWOOD, ND	PIPER	PA-28-140	MINOR	240
1451	51261	061285	NEW SMYRNA BCH, FL	CESSNA	150J	SERIOUS	92
1452	8026R	072485	TUSCARORA, NV	BEECHCRAFT	A-24-R	MINOR	278
1453	36137	071685	MOSES LAKE, WA	BELLANCA	7GCBC	NONE	356

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1454	598Y	090585	OPP, AL	GRUMMAN	G-164	NONE	32
1455	6573S	061385	WAIPAHU, HI	CESSNA	150H	SERIOUS	146
1456	8262U	091585	WHAT CHEER, IA	PIPER	PA-28-181	SERIOUS	152
1458	5867L	032285	OKEECHOBEE, FL	GRUMMAN	AA-5	NONE	84
1460	732VU	061485	LINDEN, NJ	CESSNA	210M	NONE	258
1461	2961L	021085	PORTSMOUTH, OH	MOONEY	M20C	FATAL	296
1463	92240	090585	ALAMOSA, CO	CESSNA	182N	MINOR	74
1464	911JM	052585	MILLVILLE, NJ	GULFSTREAM	681	NONE	256
1465	48251	063085	HARTFORD, CT	CESSNA	152	NONE	80
1466	44250	061685	PERU, NY	TAYLORCRAFT	BC-12D	NONE	288
1467	291CC	060285	NEWBURY, MA	PIPER	PA-28RT-20	MINOR	184
1468	4AS	102585	PLATTSBURG, MO	SILVAGGIO	CASSUTT 11	SERIOUS	218
1469	53925	060885	PANAMA CITY, FL	BELLANCA	8GCBC	NONE	86
1470	4203Y	070785	TATUM, NM	ROLLADEN-SCH	LS-4	SERIOUS	266
1471	5317Q	020985	ACWORTH, GA	CESSNA	152	SERIOUS	124
1472	40TE	012085	CARSON, NM	BELL	206 L-1	FATAL	260
1473	1644P	060885	OSCEOLA, WI	PIPER	PA-22-150	MINOR	368
1474	4349K	071685	SCHAUMBURG, IL	PIPER	PA-28-161	NONE	164
1475	7841G	070785	AKRON, OH	CESSNA	172L	NONE	300
1476	42RB	070785	HOUGHTON LAKE, MI	BURCH	PITTS S-1	NONE	194
1477	29008	070685	DETROIT, MI	CESSNA	210MII	NONE	192
1478	8403K	092285	MCGREGOR, MN	UNIVAIR	108-1	MINOR	210
1479	67463	090885	ST. CHARLES, MO	CESSNA	152	NONE	214
1480	8385S	083185	FREDERICKTOWN, MO	PIPER	PA-32-301	NONE	212
1481	8561H	071585	GRIFFITHVILLE, AR	GRUMMAN	G-164A	SERIOUS	34

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1482	6951A	091985	SHIRLEYVILLE, AK	CESSNA	172	NONE	16
1483	5744W	062685	DAYTONA BEACH, FL	PIPER	PA-28-160	NONE	98
1484	2198T	062785	DAYTONA BEACH, FL	PIPER	PA-44-180	NONE	100
1485	1423E	091385	BLOCK ISLAND, RI	CESSNA	172N	FATAL	332
1486	8704N	060285	KENNESAW, GA	PIPER	PA-28-140	FATAL	128
1487	5219A	052585	INDIANAPOLIS, IN	HUGHES	369E	SERIOUS	170
1488	59BC	070785	FARIBAULT, MN	CHAMBERLAIN	VIKING DRA	FATAL	204
1489	44340	062885	MUNDELEIN, IL	TAYLORCRAFT	BC12-D1	FATAL	160
1490	18717	082585	LEWISTON, NY	CESSNA	150L	FATAL	290
1491	6101U	031285	ELI, NE	CESSNA	T210R	FATAL	242
1492	18316	101585	SULLIVAN, MO	BEECH	V35B	FATAL	216
1493	9636S	042085	COLLINSVILLE, MS	CHAMPION	7GCA	FATAL	220
1494	49550	061385	SILVER SPRINGS, FL	AEROSPATIALE	SA316B	NONE	94
1495	4925M	011985	CANON CITY, CO	CESSNA	152	MINOR	68
1496	2578V	100685	ASPEN, CO	CESSNA	177RG	SERIOUS	78
1497	25RN	081085	COLORADO SPRGS, CO	SCHEMPP-HIRT	VENTUS B	SERIOUS	72
1498	123BC	041685	GALLUP, NM	BEECH	58TC	NONE	262
1499	9893	090685	TUNICA, MS	GRUMMAN	G-164A	NONE	222
1500	30S	061285	KNOXVILLE, TN	CESSNA	T337G	NONE	344
1501	176MS	062085	DILLINGHAM, AK	GRUMMAN	G-44	MINOR	2
1502	9115U	111285	RAINBOW LAKE, AK	CESSNA	150	NONE	24
1503	35851	101685	TANANA, AK	CESSNA	206	NONE	20
1504	2500G	090485	ENGLISH BAY, AK	CESSNA	182B	FATAL	14
1505	2491D	101685	TOK, AK	CESSNA	170B	NONE	22
1506	4941G	072085	FROSTPROOF, FL	CESSNA	172N	NONE	112

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1507	8429	070485	BLAKLEY, GA	QUINN /	EL TOMCAT	NONE	130
1508	8784H	063085	COOPER CITY, FL	NORTH AMERIC	NAVION	NONE	102
1509	28SE	063085	APALACHICOLA, FL	BEECH	65-A90	NONE	104
1510	92ER	070485	DAYTONA BEACH, FL	CESSNA	172P	MINOR	106
1511	9165P	062585	OPA LOCKA, FL	PIPER	PA-24-250	MINOR	96
1512	20541	063085	THEODORE RIVER, AK	CESSNA	172M	NONE	4
1513	3781S	071785	LEESBURG, FL	CESSNA	172	MINOR	110
1514	13714	071485	CEDAR KEY, FL	CESSNA	177B	NONE	108
1515	586T	071885	MOULTRIE, GA	BELL	47D1	NONE	132
1516	21ML	062485	ATLANTIC OCEAN, OF	PIPER	PA-23-250	NONE	292
1517	3866H	072285	DURANGO, CO	MOONEY	M20K	MINOR	70
1518	53AT	101285	ANCHORAGE, AK	BELLANCA	7GCBC	NONE	18
1519	9383X	011485	FT MYERS, FL	CESSNA	182E	NONE	82
1520	21092	040585	GARNEILL, MT	PIPER	PA-32RT-30	SERIOUS	226
1521	6176M	011885	WENATCHEE, WA	MAULE	M-5-235C	NONE	352
1522	4716R	010785	CROSSVILLE, TN	CESSNA	R182	FATAL	342
1523	2669Z	060685	BUTLER, PA	CESSNA	340A	NONE	316
1524	1803Q	052485	PINEY POINT, MD	CESSNA	U206F	MINOR	188
1525	7934P	071485	TIOGA, PA	PIPER	PA-24-250	FATAL	318
1526	2901S	082785	READING, PA	CESSNA	150G	NONE	328
1527	4349Q	070485	LORDSBURG, NM	CESSNA	172L	MINOR	264
1528	2906J	091185	DALTON, GA	CESSNA	150G	NONE	138
1529	909A	091585	SHINNSTON, WV	PIPER	PA-22-125	NONE	376
1530	85JP	080285	ZELIENOPLE, PA	JAMES POSTLE	RV-4	FATAL	324
1531	168FJ	080685	NEW OXFORD, PA	JONES /	MARQUART M	FATAL	326

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1534	5279S	071985	BIG FALLS, MN	PIPER	PA-28-140	NONE	206
1535	6350K	072285	MT PLEASANT, MI	CESSNA	150M	NONE	198
1536	5140S	072885	SHARONVILLE, OH	CESSNA	150J	MINOR	304
1537	6745S	072785	ROCKFORD, IL	CESSNA	152	NONE	168
1538	7161S	052785	SENECA, SC	CESSNA	R182	FATAL	334
1539	6761Q	060785	RED LAKE FALLS, MN	SCHWEIZER	G-164A	FATAL	202
1541	5278A	091785	MULLEN, NE	CESSNA	210N	NONE	248
1542	78227	092085	KALONA, IA	CESSNA	172K	MINOR	154
1543	7685B	072385	LOGAN, NM	BELLANCA	14-19-3	NONE	268
1544	399KM	091185	GALLUP, NM	CESSNA	T210L	NONE	272
1546	201HU	071085	ANTIOCH, CA	MOONEY	M20J	FATAL	58
1548	5166W	050585	SPRINGVILLE, CA	PIPER	PA-28-160	NONE	48
1549	5658F	070285	CORONA, CA	MAULE	M-6-180	FATAL	56
1550	27716	062185	GHENT, WV	BELL	206L-1	NONE	374
1551	34672	073185	MACUNGIE, PA	CESSNA	C-177B	FATAL	322
1552	38942	071285	PAGE, AZ	BELL	206-B	FATAL	42
1553	8275P	042385	SHOW LOW, AZ	PIPER	PA32-301T	MINOR	38
1554	734PX	102785	ROCHESTER, NH	CESSNA	150B	FATAL	254
1555	5879B	081685	SANTA PAULA, CA	CESSNA	182A	NONE	64
1556	3169Q	081685	PIONEER, CA	CESSNA	182K	NONE	66
1557	79504	081585	SANTA PAULA, CA	CESSNA	172K	SERIOUS	62
1558	8133K	072885	POSTON, AZ	GULFSTREAM-S	GULFSTREAM	NONE	44
1559	876C	072385	ANZA, CA	STINSON	108-3	MINOR	60
1560	3800F	062285	ANGWIN, CA	GREAT LAKES	2T-1A-2	NONE	50
1561	2451F	062385	MURRIETA, CA	CESSNA	180	NONE	52

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1562	2766Y	062885	GRAND CANYON, AZ	BELL	206B3	MINOR	40
1563	18387	063085	THERMAL, CA	BEECH	95-B55	NONE	54
1564	323T	090185	HENDERSONVILLE, NC	PIPER	PA-18 105	NONE	232
1565	19JK	090785	STAR, NC	CESSNA	305A	NONE	236
1566	27476	081585	SPARKS, NV	PIPER	PA-31-350	NONE	280
1567	5913A	080385	UNKNOWN, UN	CESSNA	172	FATAL	346
1568	2JM	022285	MARANA, AZ	JIM MCKINSTR	ARESTIA GA	FATAL	36
1569	6156R	072985	WILSALL, MT	CESSNA	172RG	FATAL	228
1570	66H	043085	YUKON, OK	HOLDER	MIDGET MUS	FATAL	310
1571	6705T	022885	SHAFTER, CA	BEECH	76	FATAL	46
1573	902BH	050285	ATLANTA, GA	PIPER	PA-31	NONE	126
1574	190FK	100585	FALCON, CO	SKURICH	FOCKE-WULF	MINOR	76
1575	7503Q	101485	ATLANTA, GA	SCHWEIZER	HUGHES 269	NONE	142
1576	761R	042685	PRAIRIE DUSAC, WI	PIPER	PA-17	FATAL	364
1576	4707T	042685	PRAIRIE DUSAC, WI	CESSNA	R182	FATAL	362
1577	4253F	081785	WREN, OH	UNKNOWN	QUICKIE	SERIOUS	306
1578	73171	110385	MONCKS CORNER, SC	CESSNA	172 M	NONE	336
1579	9758K	101185	SALINA, KS	PIPER	PA-24	FATAL	178
1580	47734	102585	WEeping WATER, NE	PIPER	PA-28-161	NONE	250
1581	7315V	072185	SHEBOYGAN, WI	BELLANCA	17-30	NONE	370
1582	5752G	030285	DEQUINCY, LA	CESSNA	A188B	MINOR	182
1583	1850S	012785	GRAND FORKS, ND	BEECH	76	SERIOUS	238
1584	4744C	080485	MELBOURNE, FL	CESSNA	210N	NONE	116
1585	717J	071685	MECHANICSTOWN, OH	JOHN H. MC C	RAND KR2	SERIOUS	302
1586	1243M	072885	DAVISVILLE, FL	CESSNA	182P	NONE	114

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1587	3647X	073085	COLQUITT, GA	ROCKWELL INT	S-2R	NONE	134
1588	31FG	080185	QUITMAN, GA	BELL	TH-13T	NONE	136
1589	1752X	080585	LONGWOOD, FL	CESSNA	210L	NONE	118
1590	300JS	081085	ST.PETERSBURG, FL	HUGHES	269C	NONE	120
1591	6522C	081285	JACKSONVILLE, FL	PIPER	PA-32RT-30	NONE	122
1592	9644H	092785	SAN JUAN ISLAND, WA	CESSNA	185	NONE	360
1593	5180D	051985	PLANKINTON, SD	CESSNA	182	NONE	338
1594	3714W	071885	SAN JUAN, PR	PIPER	PA-32-260	FATAL	330
1595	3642	071785	TROY, MI	ROBERT THIBO	JR ACE	NONE	196
1596	704JN	080585	EUREKA, AK	CESSNA	150M	MINOR	12
1597	1686U	070485	JAKOLOK BAY, AK	CESSNA	207	NONE	6
1598	61298	092385	EASTSOUND, WA	CESSNA	A185F	NONE	358
1599	9623Q	101085	MARIETTA, GA	CESSNA	305A(O-1A)	NONE	140
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AIRCRAFT ACCIDENT REPORTS
BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 8 OF 1985 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1501 6/20/85 DILLINGHAM, AK A/C Reg. No. N176MS Time (Lcl) - 1045 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - GRUMMAN G-44
Landing Gear - AMPHIBIAN
Max Gross Wt - 5500
No. of Seats - 6

Eng Make/Model - LYCOMING GO-480-B1D
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 270 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 5.0 SM
Lowest Sky/Clouds - 500 FT SCATTERED
Lowest Ceiling - 2000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND, ME LAND, SE SEA, ME SEA

Age - 49

Biennial Flight Review

Current - YES
Months Since - 24
Aircraft Type - G-44

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 13000	Last 24 Hrs	- 2
Make/Model	- 400	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 AMPHIBIOUS ACFT CRASHED AS THE PLT WAS LANDING ON GLASSY WATER AT THE INLET OF NERKA LAKE. SUBSEQUENTLY, IT SANK & CAME TO REST INVERTED IN CLEAR WATER ON THE BOTTOM OF WOOD RIVER WITH THE GEAR RETRACTED & THE FLAPS EXTENDED. MODERATE RAIN WAS FALLING WHEN THE PLT WAS LANDING.

Brief of Accident (Continued)

File No. - 1501

6/20/85

DILLINGHAM, AK

A/C Reg. No. N176MS

Time (Lcl) - 1045 ADT

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

Finding(s)

1. WEATHER CONDITION - RAIN
 2. TERRAIN CONDITION - WATER, GLASSY
 3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 4. FLARE - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1512 6/30/85 THEODORE RIVER, AK A/C Reg. No. N20541 Time (Lcl) - 2045 ADT

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

Type Operating Certificate	-COMMUTER	Aircraft Damage									
Name of Carrier	-KENNETH D. TRIPLETT	SUBSTANTIAL									
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	Serious	0	Minor	0	None	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	3			
Accident Occurred During	-TAKEOFF										

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

Make/Model	- CESSNA 172M	Eng Make/Model	- LYCOMING O-320-D2A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- ACFT RADIO	SAME AS ACC/INC			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	ANCHORAGE, AK		Runway Ident	- N/A
Wind Dir/Speed	- 200/008 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 30.0 SM	Type of Flight Plan	- COMPANY (VFR)	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 - 45	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 4235	Last 24 Hrs - 5
SE LAND, SE SEA	Months Since - 2	Make/Model - 159	Last 30 Days - UNK/NR
	Aircraft Type - M-5/235	Instrument - 591	Last 90 Days - 224
		Multi-Eng - 1380	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LOADING THE ACFT TO ITS MAX GROSS WT, THE PLT INITIATED A TAKEOFF FROM A ROAD ON LEVEL TERRAIN THAT HAD NUMEROUS DIPS & BUMPS. THE ROAD WAS ONLY 11 FT WIDE & WAS BORDERED BY HEAVY BRUSH. THE PLT REPORTED THAT PRIOR TO REACHING THE LIFT-OFF SPEED DURING TAKEOFF, THE ACFT WENT OVER A HUMP IN THE ROAD & BECAME AIRBORNE. IT DRIFTED SLIGHTLY TO THE RIGHT & THE RIGHT MAIN GEAR CONTACTED BRUSH, THEN THE PLANE YAWED & ROLLED TO THE RIGHT. SUBSEQUENTLY, THE ACFT SETTLED BACK TO THE ROAD & BRUSH, SLID INTO A DITCH, ENCOUNTERED SOFT TUNDRA & NOSED OVER.

Brief of Accident (Continued)

File No. - 1512

6/30/85

THEODORE RIVER, AK

A/C Reg. No. N20541

Time (Lc1) - 2045 ADT

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. TERRAIN CONDITION - ROUGH/UNEVEN
3. LIFT-OFF - PREMATURE -
4. TERRAIN CONDITION - HIGH VEGETATION
5. CLEARANCE - NOT MAINTAINED -
6. TERRAIN CONDITION - DITCH
7. TERRAIN CONDITION - SOFT

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1597 7/04/85 JAKOLOK BAY, AK A/C Reg. No. N1686U Time (Lcl) - 1015 ADT

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

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

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

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

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP	
Method	- IN PERSON	HOMER, AK		
Completeness	- PARTIAL, LMTD BY FCSTR	Destination	Airport Data	
Basic Weather	- VMC	JAKOLOF BAY, AK	JAKOLOF BAY	
Wind Dir/Speed	- CALM		Runway Ident	- 01
Visibility	- 15.0 SM	ATC/Airspace	Runway Lth/Wid	- 1200/ 40
Lowest Sky/Clouds	- 300 FT SCATTERED	Type of Flight Plan	Runway Surface	- GRAVEL
Lowest Ceiling	- 4000 FT BROKEN	Type of Clearance	Runway Status	- WET
Obstructions to Vision	- NONE	Type Apch/Lndg	- STRAIGHT-IN	
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

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

Pilot-In-Command	Age - 49	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 14600	Last 24 Hrs - 1
SE LAND, ME LAND, SE SEA	Months Since - 11	Make/Model - UNK/NR	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - UNK/NR
		Multi-Eng - 3420	Rotorcraft - 440

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT LANDED SHORT OF GRAVEL BEACH AND SUBSTANTIALLY DAMAGED AIRPLANE ON LARGE ROCKS.

Brief of Accident (Continued)

File No. - 1597

7/04/85

JAKOLOK BAY, AK

A/C Reg. No. N1686U

Time (Lc1) - 1015 ADT

Occurrence #1

UNDERSHOOT

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PROPER TOUCHDOWN POINT - MISJUDGED - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1422 7/16/85 HOONAH, AK A/C Reg. No. N3601D Time (Lcl) - 1730 PDT

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

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

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

Make/Model - AEROSPATIAL AS350D	Eng Make/Model - LYCOMING LTS-101-600A2	ELT Installed/Activated - YES/NO
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 4300	Engine Type - TURBOSHAFT	
No. of Seats - 6	Rated Power - 531 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	HOONAH, AK	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	GUSTAVIS, AK	
Wind Dir/Speed- 360/005 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 - WATER
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - WATER-CALM
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 4162
SE LAND	Months Since - UNK/NR	Make/Model- 1084
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 486
		Multi-Eng - UNK/NR
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 144
		Rotorcraft - 3920

Instrument Rating(s) - HELICOPTER

-----Narrative-----

DURING A CFR 135 FLT THE PLT HEARD A LOUD NOISE COMING FROM THE REAR OF THE ACFT WITH A CORRESPONDING LEFT YAW. THE ENG WAS SHUT DOWN IN-FLT AND A SUCCESSFUL AUTOROTATION WAS MADE ONTO WATER. THE PLT DISCOVERED 50 LBS OF TOOLS AND 50 FT OF CABLE HAD EXITED THE CARGO DOOR WHEN IT CAME OPEN IN-FLT. FAA INSPECTORS FOUND THE CARGO DOOR AND IT'S LATCH TO BE IN PROPER WORKING ORDER.

Brief of Accident (Continued)

File No. - 1422

7/16/85

HOONAH, AK

A/C Reg. No. N3601D

Time (Lc1) - 1730 PDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation CRUISE

Finding(s)

1. DOOR, CARGO - OPEN
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

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

Occurrence #3 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

3. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND

Occurrence #4 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #5 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - WATER, GLASSY

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1403

7/24/85

PALMER,AK

A/C Reg. No. N8688D

Time (Lcl) - 1830 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire

NONE

Crew

Pass

0

0

0

0

0

0

1

0

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

Make/Model - PIPER PA-18

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1750

No. of Seats - 2

Eng Make/Model - LYCOMING O-320

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 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

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 - DIRT

Runway Status - HIGH VEGETATION

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 40

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 63

Make/Model- 63

Instrument- 2

Multi-Eng - UNK/NR

Last 24 Hrs - 1

Last 30 Days- 15

Last 90 Days- 30

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED, "... ON THE GO-AROUND ATTEMPT I GOT BEHIND THE POWER CURVE & COULD NOT CLEAR THE TREES. IT STALLED & TURNED TO THE LEFT, HITTING THE TREES ABOUT 15 FT OFF THE GROUND WHICH CUSHIONED THE FALL & THEN SLID DOWN TO THE GROUND." THE PLT WAS ATTEMPTING TO LAND IN A FLD WHICH IS SURROUNDED BY 40 FT TALL TREES.

Brief of Accident (Continued)

File No. - 1403

7/24/85

PALMER,AK

A/C Reg. No. N8688D

Time (Lcl) - 1830 ADT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL/MUSH - NOT IDENTIFIED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - TREE(S)

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1596

8/05/85

EUREKA, AK

A/C Reg. No. N704JN

Time (Lcl) - 1230 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 150M

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1600

No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 100 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 40.0 SM

Lowest Sky/Clouds - 6000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ANCHORAGE, AK

Destination

GULKANA, AK

Airport Proximity
ON AIRPORT

Airport Data

EUREKA

Runway Ident - 03

Runway Lth/Wid - 2600/ 60

Runway Surface - GRAVEL

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

TOUCH AND GO

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 34

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 36 Last 24 Hrs - 2

Make/Model- 25 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

PLT APPROACH STRIP HIGH AND FAST, STRUCK A DIRT BERM AND TURNED OVER.

Brief of Accident (Continued)

File No. - 1596

8/05/85

EUREKA, AK

A/C Reg. No. N704JN

Time (Lc1) - 1230 ADT

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

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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. - 1504

9/04/85

ENGLISH BAY, AK

A/C Reg. No. N2500G

Time (Lc1) - 2145 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

Make/Model - CESSNA 182B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
No. of Seats - UNK/NR

Eng Make/Model - CONTINENTAL O-470-L
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 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- 300/015 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
HOMER, AK
Destination
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

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, ATP, CFI
SE LAND, ME LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

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

Total - 11744	Last 24 Hrs - 2
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- 583	Last 90 Days- UNK/NR
Multi-Eng - 1779	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A WITNESS STATED THAT HE SAW THE ACFT CRASH IN THE COOK INLET WHILE IT WAS IN A STEEP DESCENT. NEITHER THE ACFT NOR THE PLT WERE RECOVERED; HOWEVER, SOME SMALL OBJECTS FROM THE ACFT WERE RETRIEVED. THE PLT WAS PRESUMED TO HAVE BEEN FATALLY INJURED.

Brief of Accident (Continued)

File No. - 1504

9/04/85

ENGLISH BAY, AK

A/C Reg. No. N2500G

Time (Lcl) - 2145 ADT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation UNKNOWN

Finding(s)

1. UNDETERMINED
 2. LIGHT CONDITION - DUSK
-

----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. - 1482 9/19/85 SHIRLEYVILLE, AK A/C Reg. No. N6951A Time (Lcl) - 1430 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 12.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CHILICHANTA RIV, AK

Destination

SHIRLEYVILLE, AK

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 25

Biennial Flight Review

Current - UNK/NR

Months Since - 27

Aircraft Type - C-150

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - 187

Make/Model- 19

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 NOSED OVER FOLLOWING A LOSS ON CONTROL WHILE LANDING ON A GRAVEL ROAD. THE PLT REPORTED THAT AFTER A 100 FT LANDING ROLL, THE RIGHT WING CAUGHT BRUSH ALONG THE SIDE OF THE ROAD. THE ACFT VEERED RIGHT AND THE RIGHT MAIN GEAR CONTACTED A LOG RESULTING IN THE NOSE OVER.

Brief of Accident (Continued)

File No. - 1482

9/19/85

SHIRLEYVILLE, AK

A/C Reg. No. N6951A

Time (Lc1) - 1430 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND
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 - ROLL

Finding(s)

3. 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) 1,2

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1518 10/12/85 ANCHORAGE, AK A/C Reg. No. N53AT Time (Lc1) - 1230 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
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
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 46

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - 7GCBC

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 300	Last 24 Hrs -	1
Make/Model-	70	Last 30 Days-	15
Instrument-	0	Last 90 Days-	38

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF FROM A GRAVEL BAR, THE ACFT FAILED TO CLEAR TREES. AFTER COLLIDING WITH THE TREES, IT DESCENDED OUT OF CONTROL & CRASHED.

Brief of Accident (Continued)

File No. - 1518

10/12/85

ANCHORAGE, AK

A/C Reg. No. N53AT

Time (Lc1) - 1230 ADT

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

Finding(s)

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

4. TERRAIN CONDITION - GROUND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1503 10/16/85 TANANA, AK A/C Reg. No. N35851 Time (Lcl) - 1245 ADT

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

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

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

Make/Model	- CESSNA 206	Eng Make/Model	- CONTINENTAL IO-520	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	- 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	ITUSLIA, AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	FAIBANKS, AK		Runway Ident	- N/A
Wind Dir/Speed	- 180/020 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 5.0 SM	Type of Flight Plan	- VFR	Runway Surface	- N/A
Lowest Sky/Clouds	- 12000 FT THIN BKN	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING		
Obstructions to Vision	- HAZE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 43	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 4500	Last 24 Hrs - 2
SE LAND, SE SEA	Months Since - 1	Make/Model - 1000	Last 30 Days - 75
	Aircraft Type - C-206	Instrument - 150	Last 90 Days - 125

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EN ROUTE, THE ENG LOST POWER, SO THE PLT MADE AN EMERGENCY LANDING ON A GRAVEL BAR. DURING THE LANDING, THE ACFT NOSED OVER & CAME TO REST IN WATER. AN EXAM REVEALED THAT THE FUEL SUMPS & LINES WERE FROZEN & THERE WAS ICE IN THE FUEL PUMP.

Brief of Accident (Continued)

File No. - 1503

10/16/85

TANANA, AK

A/C Reg. No. N35851

Time (Lc1) - 1245 ADT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FLUID, FUEL - ICE
3. FUEL SYSTEM, DRAIN - FROZEN
4. FUEL SYSTEM, LINE - FROZEN
5. FUEL SYSTEM, PUMP - ICE
6. FLUID, FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1505 10/16/85 TOK,AK

A/C Reg. No. N2491D

Time (Lcl) - 1130 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

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

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

Eng Make/Model - CONTINENTAL C-145
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- 300/004 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - 7000 FT SCATTERED
Lowest Ceiling - 12000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TOK,AK
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

GARDNER CREEK
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)
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	- 87	Last 24 Hrs	- 4
Make/Model-	87	Last 30 Days-	20
Instrument-	0	Last 90 Days-	71

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ELECTED TO LAND ON AN AIRSTRIP NEXT TO THE ALASKAN HIGHWAY. HE STATED THAT THERE WAS BRUSH ALONG THE EDGE OF THE STRIP WHICH WAS "GROWN IN" & WAS HIGHER THAN HE HAD REALIZED. DURING THE LANDING, THE ACFT BOUNCED, THEN THE LEFT WING HIT A SMALL TREE WITH A DIAMETER OF 2 TO 2-1/2 INCHES. THE ACFT THEN TURNED & THE RIGHT MAIN GEAR WAS DAMAGED.

Brief of Accident (Continued)

File No. - 1505

10/16/85

TOK,AK

A/C Reg. No. N2491D

Time (Lc1) - 1130 ADT

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

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. OBJECT - TREE(S)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1502 11/12/85 RAINBOW LAKE, AK A/C Reg. No. N9115U Time (Lcl) - 1545 AST

-----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	Crew	Pass				

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

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

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

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

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

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 110
SE LAND	Months Since - 3	Make/Model	- 80
	Aircraft Type - C-150	Instrument	- 3
		Last 24 Hrs	- 2
		Last 30 Days	- 2
		Last 90 Days	- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT AFTER THE ACFT TOUCHED DOWN ON A SNOW COVERED, FROZEN LAKE, HE WAS UNABLE TO HOLD THE NOSE GEAR UP, DUE TO THE DEPTH OF THE SNOW. WHEN THE NOSE CAME DOWN, THE NOSE GEAR BUCKLED UNDER & THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1502

11/12/85

RAINBOW LAKE, AK

A/C Reg. No. N9115U

Time (Lc1) - 1545 AST

Occurrence NOSE OVER
Phase of Operation LANDING

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1415 5/18/85 COLUMBIANA, AL A/C Reg. No. N28428 Time (Lcl) - 1455 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - LUSCOMBE 8-A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-65
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
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
SHELBY COUNTY, AL

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

FLYING X RANCH
Runway Ident - 33
Runway Lth/Wid - 2400/ 50
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

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

Age - 40

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	- 654	Last 24 Hrs	- 4
Make/Model-	143	Last 30 Days-	UNK/NR
Instrument-	6	Last 90 Days-	56
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRSTRIP IS USED PRIMARILY AS A GLIDERPORT AND AT THE TIME OF THE ACCIDENT, TRAFFIC WAS BEING CONTROLLED BY A PERSON ON THE GROUND USING HANDSIGNALS. N28428 PROCEEDED ON TO THE RWY TO TAKEOFF AS THE ULTRALIGHT WAS ON FINAL APCH. BOTH PLTS OBSERVED THE PERSON CONTROLLING MTRAFFIC TO BE WAVING HIS ARMS, HOWEVER, BOTH PLTS ASSUMED HE WAS CLEARING EACH TO PROCEED. N28428 WAS ON IT'S TAKEOFF ROLL AS THE ULTRALIGHT DESCENDED ONTO IT'S WING. THE TAKEOFF ROLL WAS THEN ABORTED. INTENT OF THE CONTROLLER'S HANDSIGNALS WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 1415

5/18/85

COLUMBIANA,AL

A/C Reg. No. N28428

Time (Lc1) - 1455 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND
3. INADEQUATE SURVEILLANCE OF OPERATION, INADEQUATE PROCEDURE - OTHER INSTITUTION
4. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
5. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT OF OTHER AIRCRAFT

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1415 5/18/85 COLUMBIANA, AL A/C Reg. No. NONE Time (Lcl) - 1455 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	MINOR					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 103	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING		Other	0	0	0	1
			0	0	0	0
			0	0	0	2

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

Make/Model - UP FLIGHT DESIGN GLIDER TRYKE	Eng Make/Model - KAWASKI 11	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 35 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	SAME AS ACC/INC	FLYING X RANCH
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - 33
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2400/ 50
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 - 37	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - 6
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRSTRIP IS USED PRIMARILY AS A GLIDERPORT AND AT THE TIME OF THE ACCIDENT, TRAFFIC WAS BEING CONTROLLED BY A PERSON ON THE GROUND USING HANDSIGNALS. N28428 PROCEEDED ON TO THE RWY TO TAKEOFF AS THE ULTRALIGHT WAS ON FINAL APCH. BOTH PLTS OBSERVED THE PERSON CONTROLLING TRAFFIC TO BE WAVING HIS ARMS, HOWEVER, BOTH PLTS ASSUMED HE WAS CLEARING EACH TO PROCEED. N28428 WAS ON IT'S TAKEOFF ROLL AS THE ULTRALIGHT DESCENDED ONTO IT'S WING. THE TAKEOFF ROLL WAS THEN ABORTED. INTENT OF THE CONTROLLERS HANDSIGNALS WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 1415

5/18/85

COLUMBIANA,AL

A/C Reg. No. NONE

Time (Lcl) - 1455 CDT

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

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND
3. INADEQUATE SURVEILLANCE OF OPERATION, INADEQUATE PROCEDURE - OTHER INSTITUTION
4. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
5. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT OF OTHER AIRCRAFT

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1432 9/01/85 ALABASTER, AL A/C Reg. No. N7559F Time (Lc1) - 1400 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	0

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

Make/Model	- BELLANCA CHAMPION 7GCAA	Eng Make/Model	- LYCOMING O-320-A2B	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1650	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	Rated Power	- 150 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/010 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point MONTEVALLO, AL</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 - FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>FLYING X RANCH</p> <p>Runway Ident - 01</p> <p>Runway Lth/Wid - 2500/ 75</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 872
SE LAND	Months Since - 5	Make/Model- 135
GLIDER	Aircraft Type - UNK/NR	Instrument- 16
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LOST DIRECTIONAL CONTROL OF THE ACFT DURING A LANDING. THE ACFT NOSED OVER COMING TO REST INVERTED. THE PLT RELATED THAT A GUST OF WIND CAUSED THE LOSS OF CONTROL.

Brief of Accident (Continued)

File No. - 1432

9/01/85

ALABASTER,AL

A/C Reg. No. N7559F

Time (Lc1) - 1400 CDT

Occurrence NOSE OVER
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

-----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. - 1454 9/05/85 OPP,AL A/C Reg. No. N598Y Time (Lcl) - 1100 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

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

Make/Model - GRUMMAN G-164

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 3750

No. of Seats - 1

Eng Make/Model - P&W R-985-AN-1

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- CALM

Visibility - 5.0 SM

Lowest Sky/Clouds - 1500 FT SCATTERED

Lowest Ceiling - 2500 FT OVERCAST

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAMSON,AL

Destination

SAMSON,AL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 40

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 4000

Make/Model- 2000

Instrument- 10

Multi-Eng - UNK/NR

Last 24 Hrs - 3

Last 30 Days- 50

Last 90 Days- 150

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING A PULL-UP AND TURNAROUND AT THE END OF A SWATH RUN, THE ENG GAVE OFF SMOKE AND LOST PWR. THE PLT DUMPED THE CHEMICAL LOAD AND PERFORMED A FORCED LANDING IN A FLD WHICH CONTAINED 6 TO 8 FT TALL VEGETATION. THE ACFT TRAVELLED APRX 100 FT THEN NOSED OVER. INSPECTION OF THE ENG REVEALED THE IMPELLER BEARING FAILED, ALLOWING THE IMPELLER TO CONTACT THE REAR CASING.

Brief of Accident (Continued)

File No. - 1454

9/05/85

OPP,AL

A/C Reg. No. N598Y

Time (Lc1) - 1100 CDT

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

Finding(s)

1. COMPRESSOR ASSEMBLY,IMPELLER - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. WRONG RUNWAY

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

Finding(s)

3. 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) 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. - 1481 7/15/85 GRIFFITHVILLE, AR A/C Reg. No. N8561H Time (Lcl) - 1400 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -DESCENT

Fire
NONE

Crew
Pass

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

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

Eng Make/Model - P&W R1340
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

BELL'S AG STRIP
Runway Ident - 09
Runway Lth/Wid - 2540 -UNK/NR
Runway Surface - UNK/NR
Runway Status - DRY

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

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

Age - 26
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1703
Make/Model- 900
Instrument- UNK/NR
Multi-Eng - 115
Last 24 Hrs - 6
Last 30 Days- UNK/NR
Last 90 Days- 422
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTS THAT THE ACFT FISHTAILED DURING THE TAKEOFF ROLL AND RAN OFF THE SIDE OF THE RWY. THE ACFT WAS HEADING TOWARD A CANAL AND THE PLT ELECTED TO TRY TO FLY OVER THE CANAL. THE ACFT BECAME AIRBORNE AND FLEW ABOUT 1/4 MI. THE PLT SAW TREES AHEAD AND WHEN HE MADE A SHALLOW TURN TO AVOID THE TREES THE ACFT STALLED AND CRASHED.

Brief of Accident (Continued)

File No. - 1481

7/15/85

GRIFFITHVILLE, AR

A/C Reg. No. N8561H

Time (Lc1) - 1400 CDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. LIFT-OFF - PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

3. 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1568 2/22/85 MARANA, AZ A/C Reg. No. N2JM Time (Lcl) - 1540 MST

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

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

Make/Model - JIM MCKINSTRY ARESTIA GANADOR	Eng Make/Model - LYCOMING IO-360-C1C	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - UNK/NR	Engine Type - RECIP-FUEL INJECTED	
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	ON AIRPORT
Method - N/A	MARANA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	AVRA VALLEY
Wind Dir/Speed- CALMABLE	ATC/Airspace	Runway Ident - 03
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4200/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 5268
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
GLIDER	Aircraft Type - UNK/NR	Make/Model- 10
		Last 30 Days- 0
		Instrument- 597
		Last 90 Days- 0
		Multi-Eng - 3685
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS OBSERVED TO LAND FAST FROM A LOW APPROACH WITH ITS CANOPY OPEN. THE AIRCRAFT THEN VEERED RIGHT, AND WENT OVER ON ITS BACK AT THE EDGE OF THE RUNWAY WHERE IT BURNED. ONE COUNTERWEIGHT HAD SEPARATED FROM THE PROPELLER HUB ASSEMBLY AND WAS NOT FOUND AT THE ACCIDENT SITE.

Brief of Accident (Continued)

File No. - 1568

2/22/85

MARANA,AZ

A/C Reg. No. N2JM

Time (Lc1) - 1540 MST

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES,COUNTERWEIGHT - FAILURE,TOTAL

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 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. - 1553 4/23/85 SHOW LOW,AZ A/C Reg. No. N8275P Time (Lcl) - 1710 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
NONE

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

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

Make/Model - PIPER PA32-301T
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 7

Eng Make/Model - LYCOMING TIO540S1AD
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 340/010 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
SHOWLOW,AZ
Destination
GLOBE,AZ

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

SHOW LOW MUNICIPAL
Runway Ident - 03
Runway Lth/Wid - 3920/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 44

Biennial Flight Review

Current - UNK/NR
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 433	Last 24 Hrs	- 1
Make/Model-	38	Last 30 Days-	26
Instrument-	2	Last 90 Days-	51

Instrument Rating(s) - NONE

-----Narrative-----

AFTER GIVING THE PILOT AIRPORT ADVISORIES,VIA UNICOM, THE REFUELER DROVE THE REFUELING TRUCK ACROSS THE RUNWAY IN FRONT OF THE AIRCRAFT DURING ITS TAKEOFF ROLL. THE PILOT UNABLE TO STOP BEFORE IMPACT, ATTEMPTED TO TAKEOFF BEFORE REACHING THE TANKER. THE AIRCRAFT'S LANDING GEAR IMPACTED THE REFUELING TANK AS THE AIRCRAFT CLIMB. AFTER THE COLLISION THE AIRCRAFT NOSED OVER ON THE RUNWAY.

Brief of Accident (Continued)

File No. - 1553

4/23/85

SHOW LOW,AZ

A/C Reg. No. N8275P

Time (Lc1) - 1710 MST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - VEHICLE
2. VISUAL LOOKOUT - INADEQUATE - AIRPORT PERSONNEL
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INATTENTIVE - AIRPORT PERSONNEL

----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. - 1562

6/28/85

GRAND CANYON, AZ

A/C Reg. No. N2766Y

Time (Lcl) - 0918 MST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation - OTHER WORK USE
Flight Conducted Under - 14 CFR 91
Accident Occurred During -

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
1

None
1
0

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

Make/Model - BELL 206B3
Landing Gear - SKID
Max Gross Wt - 3000
No. of Seats - 4

Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 317 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 - 120/006 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
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

GRAND CANYON
Runway Ident - 21
Runway Lth/Wid - 8999/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 37
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - 206

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

Total - 2750
Make/Model - 1500
Instrument - 210
Last 24 Hrs - 2
Last 30 Days - 20
Last 90 Days - 60
Rotorcraft - 2750

Instrument Rating(s) - HELICOPTER

-----Narrative-----

DURING A MOVIE FILMING FLIGHT, THE HELICOPTER WAS ACTING AS THE CAMERA PLATFORM AND FILMING A FIXED WING AIRCRAFT DURING A STRAIGHT IN APPROACH TO THE AIRPORT, THE PLT OF THE HELICOPTER REQUESTED A RIGHT 180 DEGREE TURN AT MID FIELD TO LAND AT THE NORTH HELIPAD RAMP AREA. WITNESSES SAW THE HELICOPTER START AN 'ABRUPT CLIMBING RIGHT TURN,' THEN YAW AS IT DESCENDED INTO THE GROUND. THE HELICOPTER ROLLED OVER ON TOUCHDOWN WITH THE SLOPING GROUND AT THE NORTH AIRPORT BOUNDARY. THE PILOT STATED THEREWERE NO MALFUNCTIONS OR FAILURES OF THE HELICOPTER AND THAT HE ENCOUNTERED A "LOSS OF TAIL ROTOR EFFECTIVENESS" DURING THE TURN TO THE LANDING AREA.

Brief of Accident (Continued)

File No. - 1562

6/28/85

GRAND CANYON, AZ

A/C Reg. No. N2766Y

Time (Lc1) - 0918 MST

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

Finding(s)

1. AIRCRAFT PERFORMANCE - EXCEEDED
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. PERFORMANCE DATA - NOT OBTAINED - PILOT IN COMMAND
 4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 5. JUDGEMENT - POOR - PILOT IN COMMAND
-

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

Finding(s)

6. TERRAIN CONDITION - DOWNHILL
-

-----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. - 1552 7/12/85 PAGE, AZ A/C Reg. No. N38942 Time (Lcl) - 1636 MST

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

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

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

Make/Model - BELL 206-B	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - YES/NO
Landing Gear - HIGH SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 317 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PAGE, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 220/002 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 0	Last 24 Hrs - 2
SE LAND	Months Since - 3	Make/Model- UNK/NR	Last 30 Days- 52
HELICOPTER	Aircraft Type - 206-B	Instrument- UNK/NR	Last 90 Days- 194
		Multi-Eng - UNK/NR	Rotorcraft - 2337

Instrument Rating(s) - NONE

-----Narrative-----

ON JULY 12, 1984, A BELL 206B HELICOPTER COLLIDED WITH A STEEL BRIDGE 10 MILES SO OF PAGE, AZ. THE HELICOPTER WAS BEING FILMED IN FLT DURING THE MAKING OF A MOVIE. VMC EXISTED AT THE TIME. THE HELICOPTER WAS DESTROYED AND THE PLT AND PAX, AN ITALIAN ACTOR, WERE FATALLY INJURED. ACCORDING TO THE WITNESSES AND THE FILM, THE ACFT WAS RETURNING TO MAKE ANOTHER PASS UNDERNEATH THE BRIDGE AND WAS PROCEEDING TOWARD THE BRIDGE IN A STRAIGHT AND LEVEL FLT ATTITUDE. WHEN THE ACFT PASSED THROUGH THE ARCH OF THE BRIDGE THE MAIN ROTOR BLADE STRUCK THE BRIDGE. THE ACFT SEPARATED IN FLT AND CRASHED INTO THE CANYON BELOW. THE PILOT'S BODY WAS NOT RECOVERED. A BOTTLE OF IONAMIN WAS FOUND IN HIS HOTEL ROOM. USE OF THIS DRUG SHOULD BE CONTRAINDICATED FOR 24 HOURS AFTER ITS USE BECAUSE IT MAY CAUSE ERRORS IN JUDGEMENT.

Brief of Accident (Continued)

File No. - 1552

7/12/85

PAGE,AZ

A/C Reg. No. N38942

Time (Lc1) - 1636 MST

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

Finding(s)

1. LIGHT CONDITION - DAYLIGHT
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. IMPROPER DECISION, INATTENTIVE - PILOT IN COMMAND
4. VISUAL LOOKOUT - DISREGARDED - PILOT IN COMMAND
5. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND
6. JUDGEMENT - POOR - PILOT IN COMMAND
7. IMPROPER DECISION, PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND
8. DISTANCE - MISJUDGED - PILOT IN COMMAND

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

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

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

Factor(s) relating to this accident is/are finding(s) 3,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1558 7/28/85 POSTON,AZ A/C Reg. No. N8133K Time (Lcl) - 2230 MST

-----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 -LANDING

Fire
NONE

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

Make/Model - GULFSTREAM-SCHWEIZER A/C GULFSTEng Make/Model - P&W R-1340-AN1
Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1
Max Gross Wt - 4500 Engine Type - RECIPROCATING-CARBURETOR
No. of Seats - 1 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- 335/015 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
POSTON,AZ
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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 - 29
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - A-36

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3200 Last 24 Hrs - 7
Make/Model- 1000 Last 30 Days- 140
Instrument- 14 Last 90 Days- 250

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED WEATHER CONDITIONS DURING THE NIGHT AERIAL APPLICATION FLT WERE "CLEAR AND WINDS OF 15 KTS WITH GUSTS TO 20 KTS. AFTER THREE UNSUCCESSFUL ATTEMPTS TO LINE UP FOR THE SPRAY RUN, THE PLT SAID HE ALLOWED THE ACFT TO "GET TOO LOW AND SLOW" WHILE TURNING FOR ANOTHER RUN AND WAS LATE RECOGNIZING THE PROBLEM AND ADDING POWER. AS THE ACFT SETTLED TOWARD THE GROUND, THE PLT TRIED TO JETTISON THE HOPPER LOAD WITH LESS THAN FULL DUMP GATE CONTROL HANDLE MOVEMENT, BUT THE GATE DID NOT FUNCTION. AFTER TOUCHDOWN IN THE PLOWED FIELD, THE ACFT NOSED OVER. FUNCTIONAL TESTING OF THE DUMP GATE AFTER THE ACCIDENT REVEALED THAT IT WORKED WITH FULL CONTROL HANDLE MOVEMENT.

Brief of Accident (Continued)

File No. - 1558

7/28/85

POSTON, AZ

A/C Reg. No. N8133K

Time (Lc1) - 2230 MST

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

Finding(s)

1. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. LOAD JETTISON - NOT ATTAINED - 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1571 2/28/85 SHAFTER,CA A/C Reg. No. N6705T Time (Lcl) - 1435 PST

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

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

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

Make/Model - BEECH 76	Eng Make/Model - LYCOMING O-360-A1G6D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point BAKERSFIELD,CA	Airport Data
Method - N/A	Destination LOCAL	MINTER
Completeness - N/A	ATC/Airspace	Runway Ident - 30
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - 4250/ 150
Wind Dir/Speed- 240/007 KTS	Type of Clearance - NONE	Runway Surface - ASPHALT
Visibility - 7.0 SM	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - UNK/NR
Lowest Sky/Clouds - CLEAR		
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 7610
SE LAND,ME LAND	Months Since - 0	Make/Model- 154
	Aircraft Type - UNK/NR	Instrument- 1101
		Multi-Eng - 3369
		Last 24 Hrs - 3
		Last 30 Days- 74
		Last 90 Days- 142

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACCIDENT OCCURRED DURING A MULTI-ENGINE TRAINING FLIGHT. A WITNESS STATED HE OBSERVED THE ACFT INITIATED A SINGLE ENGINE GO AROUND AT ABOUT 50 FEET ABOVE GROUND LEVEL AND THAT IT YAWED TO THE LEFT AS FULL POWER WAS APPLIED TO THE RIGHT ENGINE. HE FURTHER STATED THAT THE AIRCRAFT CONTINUED WITH WINGS LEVEL AND NO PITCH UP OR DOWN MOVEMENT UNTIL IT STRUCK THE TOP OF A SINGLE STORY CEMENT BUILDING APPROXIMATELY 300 YARDS WEST OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1571

2/28/85

SHAFTER,CA

A/C Reg. No. N6705T

Time (Lc1) - 1435 PST

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

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
 2. AIRCRAFT HANDLING - IMPROPER - DUAL STUDENT
-

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

Finding(s)

3. OBJECT - BUILDING(NONRESIDENTIAL)
 4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1548 5/05/85 SPRINGVILLE, CA A/C Reg. No. N5166W Time (Lc1) - 1350 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	2

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

Fire
NONE

-----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 - FSS
Method - TELEPHONE
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 - DAYLIGHT

Itinerary

Last Departure Point
PORTERVILLE, CA
Destination
SPRINGVILLE, CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SEQUOIA RANCH
Runway Ident - 36
Runway Lth/Wid - 900/ 8
Runway Surface - GRAVEL
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 20
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - C-150

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

Total	-	225	Last 24 Hrs -	2
Make/Model-	75	Last 30 Days-	25	
Instrument-	16	Last 90 Days-	75	

Instrument Rating(s) - NONE

-----Narrative-----

AFTER OVERFLYING THE UNCHARTED, PRIVATE AIRSTRIIP & EVALUATING ITS SIZE, THE PIC ATTEMPTED TO LAND ON THE NARROW RWY ONLY ABOUT 900 FT OF THE RWY WAS USABLE. AFTER TOUCHING DOWN, THE PLT REALIZED THE ACFT COULD NOT BE STOPPED ON THE REMAINING AVAILABLE STRIP, SO HE ATTEMPTED TO GO AROUND. THE ACFT BECAME AIRBORNE, BUT IT WOULD NOT OUTCLIMB RISING TERRAIN BEYOND A SMALL VALLEY AT THE END OF THE STRIP. SUBSEQUENTLY, THE ACFT COLLIDED WITH A TREE & CRASHED IN A MEADOW ABOUT 600 YARDS FROM THE LANDING AREA.

Brief of Accident (Continued)

File No. - 1548

5/05/85

SPRINGVILLE,CA

A/C Reg. No. N5166W

Time (Lc1) - 1350 PDT

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 3. ABORTED LANDING
 4. GO-AROUND - DELAYED - PILOT IN COMMAND
 5. TERRAIN CONDITION - RISING
 6. OBJECT - TREE(S)
 7. CLEARANCE - NOT ATTAINED -
-

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

Finding(s)

8. TERRAIN CONDITION - OPEN FIELD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1560

6/22/85

ANGWIN, CA

A/C Reg. No. N3800F

Time (Lcl) - 1315 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 NONE
Crew Pass

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

Make/Model - GREAT LAKES 2T-1A-2
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 2

Eng Make/Model - LYCOMING AE10-360
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 170/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 1500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HAYWARD, CA
Destination
UKIAH, CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

PARRETT FIELD
Runway Ident - 34
Runway Lth/Wid - 3217/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 26
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	769
Last 24 Hrs	2
Last 30 Days	UNK/NR
Last 90 Days	25

Instrument Rating(s) - NONE

-----Narrative-----

DURING A VFR CROSS COUNTRY FLT, WX CONDITIONS ALONG THE ROUTE INDUCED THE PLT TO DIVERT TO THE ANGWIN ARPT. AFTER AN OVERFLT TO OBTAIN WIND INFORMATION FROM THE WIND SOCK, THE PLT SAID HE ENTERED THE PATTERN AND COMPLETED A NORMAL APPROACH AND TOUCHDOWN. SHORTLY AFTER TOUCHDOWN, THE PLT STATED THAT HE "GOT CAUGHT BY A GUST (OF) CROSSWIND AND STRUCK (A) WINGTIP ON (A) RUNWAY LIGHT WHILE COMPENSATING FOR (THE) CROSS WIND." THE PLT ESTIMATED THE WINDS AS FROM 270 DEGREES AT 10 KTS WITH GUSTS TO 20 KTS. THE CLOSEST OFFICIAL WX REPORTING STATION (18 NM WEST) REPORTED WINDS FROM 170 DEGREES AT 5 KTS.

Brief of Accident (Continued)

File No. - 1560

6/22/85

ANGWIN, CA

A/C Reg. No. N3800F

Time (Lc1) - 1315 PDT

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

Finding(s)

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

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

Finding(s)

2. OBJECT - RUNWAY LIGHT
 3. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1561 6/23/85 MURRIETA, CA A/C Reg. No. N2451F Time (Lcl) - 1701 PDT

-----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	-	NONE	Pass 0	0	0	2

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

Make/Model	- CESSNA 180	Eng Make/Model	- CONTINENTAL O-470R	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 230 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 310/012 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 12000 FT SCATTERED</p> <p>Lowest Ceiling - 18000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>APPLE VALLEY, CA</p> <p>Destination</p> <p>MURRIETA, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>THOMPSON</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 2682/ 40</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, ME LAND</p> <p>GLIDER</p>	<p>Age - 51</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - PA-30</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- 300</p> <p>Multi-Eng - 1500</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- 15</p> <p>Last 90 Days- 25</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT THE CONCLUSION OF A PERSONAL CROSS COUNTRY FLIGHT, THE PILOT STATED HE MADE A HARD LANDING AFTER WHICH, THE AIRCRAFT GOT AWAY FROM HIM AND GROUND LOOPED.

Brief of Accident (Continued)

File No. - 1561

6/23/85

MURRIETA, CA

A/C Reg. No. N2451F

Time (Lcl) - 1701 PDT

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

Finding(s)

1. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
 2. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1563

6/30/85

THERMAL,CA

A/C Reg. No. N18387

Time (Lcl) - 1955 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - BEECH 95-B55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5100
No. of Seats - 5

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 - PATWAS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 320/006 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FULLERTON,CA
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

THERMAL
Runway Ident - 30
Runway Lth/Wid - 5000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND,ME LAND

Age - 58

Biennial Flight Review

Current - YES
Months Since - 10
Aircraft Type - 95-B55

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	3991	Last 24 Hrs -	1
Make/Model-	680	Last 30 Days-	19
Instrument-	413	Last 90 Days-	27
Multi-Eng -	1434		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT THE CONCLUSION OF A CROSS COUNTRY BUSINESS FLT, THE PLT STATED THAT AFTER "EASING THE NOSEWHEEL DOWN ONTO THE RUNWAY" HE REACHED FOR THE FLAP LEVER BUT PUT HIS HAND "ON THE GEAR LEVER INSTEAD." AS HE "PULLED THE LEVER OUT OF THE DETENT TRIPPING IT," THE PLT SAID HE "REALIZED WHAT (HE) WAS DOING AND LET IT GO" BEFORE MOVING THE LEVER TO THE UP POSITION. ACCORDING TO THE PLT, THE RIGHT MAIN GEAR RETRACTED DURING THE LANDING ROLL EVEN THOUGH "THE FUEL WEIGHT WAS NOT ON THE MAINS." NO PART FAILURES OR GEAR SYSTEM MALFUNCTIONS WERE NOTED DURING THE REPAIR OR FUNCTIONAL TESTING OF THE GEAR SYSTEM.

Brief of Accident (Continued)

File No. - 1563

6/30/85

THERMAL,CA

A/C Reg. No. N18387

Time (Lc1) - 1955 PDT

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. GEAR RETRACTION - INADVERTENT USE - PILOT IN COMMAND
 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 4. JUDGEMENT - POOR - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1549	7/02/85	CORONA, CA	A/C Reg. No. N5658F	Time (Lcl) - 1545 PDT
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-----Basic Information-----

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

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

Make/Model - MAULE M-6-180	Eng Make/Model - LYCOMING O-360-C1F	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CHINO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CHINO, CA	Runway Ident - N/A
Wind Dir/Speed- 230/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 496
SE LAND, ME LAND	Months Since - 2	Last 24 Hrs - 4
	Aircraft Type - M-6-180	Make/Model- 79
		Last 30 Days- UNK/NR
		Last 90 Days- 79
		Instrument- 38
		Multi-Eng - 8

Instrument Rating(s) - NONE

-----Narrative-----

DURING A BANNER TOWING MISSION, THE ACFT WAS OBSERVED FLYING AT LOW ALT NEAR CALIFORNIA STATE FREEWAY 91. ACCORDING TO WITNESSES, THE BANNER COLLIDED WITH POWER LINES AFTER THE ACFT HAD CROSSED OVER THE LINES AT A RELATIVELY SLOW SPEED. THE BANNER & TOW CABLE/ROPE RELEASED FROM THE ACFT & THE BANNER CAME TO REST ON THE POWER LINES. WITNESSES REPORTED THAT WHEN THE BANNER HIT THE POWER LINES, THE ACFT'S FORWARD MOVEMENT APPEARED TO STOP, THEN THE ACFT DROPPED OFF TO ITS LEFT & DESCENDED INTO THE PATH OF AN ONCOMING TRACTOR-TRAILER TRUCK. THE ACFT HAD NEARLY RECOVERED FROM THE DESCENT WHEN IT IMPACTED THE FREEWAY. THE DRIVER OF THE TRACTOR-TRAILER & HIS WIFE EXITED THE LEFT SIDE OF THE VEHICLE WITHOUT INJURY; HOWEVER, THEIR SON, WHO EXITED THE RIGHT SIDE DURING THE EVACUATION, RECEIVED MINOR INJURIES. THE ACFT & TRACTOR WERE DESTROYED BY IMPACT & FIRE. THERE WAS NO EVIDENCE OF A MECHANICAL MALFUNCTION WITH THE ACFT OR TOWING EQUIPMENT PRIOR TO THE COLLISION WITH THE POWER LINES.

Brief of Accident (Continued)

File No. - 1549

7/02/85

CORONA, CA

A/C Reg. No. N5658F

Time (Lcl) - 1545 PDT

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. OBJECT - WIRE, TRANSMISSION
4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER DECISION, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
6. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

7. AIRSPEED(VMC) - NOT POSSIBLE -
8. STALL - UNCONTROLLED -
9. REMEDIAL ACTION - INITIATED - PILOT IN COMMAND

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

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation OTHER

Finding(s)

10. OBJECT - VEHICLE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1546

7/10/85

ANTIOCH,CA

A/C Reg. No. N201HU

Time (Lcl) - 2220 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

MINOR

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -TAKEOFF

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

Make/Model - MOONEY M20J

Eng Make/Model - LYCOMING IO-360-A3B6D

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2740

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 4

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- 200/013 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 15000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

AUBURN,CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ANTIOCH

Runway Ident - N/A

Runway Lth/Wid - 2480/ 33

Runway Surface - ASPHALT

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Age - 63

Medical Certificate - EXPIRED

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - UNK/NR

Total - 2000

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- 0

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED INTO A RESERVOIR SHORTLY AFTER DEPARTING THE ANTIOCH ARPT. THERE WERE NO EYE WITNESSES TO THE CRASH. HOWEVER, AN EAR WITNESS STATED THAT HE HEARD THE ACFT SKIPPING ALONG THE WATER LIKE THE SOUND OF A HYDRO-PLANE. HE DID NOT HEAR THE ENG, BUT HE WAS LISTENING TO HIS TV WHEN HE HEARD THE SKIPPING SOUNDS. THE ACFT RECEIVED ONLY MINOR IMPACT DAMAGE. AN EXAM OF THE ACFT REVEALED NO EVIDENCE OF A MECHANICAL MALFUNCTION. A PATHOLOGICAL EXAM OF THE PLT DISCLOSED ONLY MINOR PHYSICAL INJURIES FROM THE IMPACT, BUT THE EXAM SHOWED THAT THE PLT HAD DROWNED. THE PLT'S MED CERT WAS DATED 1/3/83.

Brief of Accident (Continued)

File No. - 1546

7/10/85

ANTIOCH, CA

A/C Reg. No. N201HU

Time (Lc1) - 2220 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. VISUAL LOOKOUT - POOR -
3. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1559	7/23/85	ANZA, CA	A/C Reg. No. N876C	Time (Lcl) - 1400 PDT
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-----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	1
Accident Occurred During -LANDING			0	0	1
					None
					0
					0

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

Make/Model - STINSON 108-3	Eng Make/Model - FRANKLIN 6A4-165-B3	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 165 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CORONA, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BORREGO VALLEY, CA	
Wind Dir/Speed- 320/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - PART OBS	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- HAZE		HIGH VEGETATION
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 246	Last 24 Hrs - 2
SE LAND	Months Since - 2	Make/Model- 172	Last 30 Days- 9
	Aircraft Type - 108-3	Instrument- 2	Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

DURING A CROSS COUNTRY PERSONAL FLIGHT, THE AIRCRAFT EXPERIENCED FUEL EXHAUSTION FOR UNDERTERMINED REASONS AND NOSED OVER DURING THE SUBSEQUENT FORCED LANDING IN A SOFT SAND AND SCRUB BRUSH COVERED AREA. PRIOR TO DEPARTURE OF THE FLIGHT (A MEASURED STRAIGHT LINE DISTANCE OF 75 NM) THE PILOT SAID HE CONFIRMED A FUEL QUANTITY OF 37 GALLONS. ACCORDING TO THE PLT, THE FLT WAS AIRBORNE FOR ABOUT 50 MINUTES WHEN THE "ENGINE QUIT." DOCUMENTS PRODUCED BY THE PILOT ESTABLISHED THAT 19 GALLONS OF FUEL WERE PURCHASED AT THE DEPARTURE AIRPORT ON THE DAY OF THE ACCIDENT. EXAMINATION OF THE AIRCRAFT AT THE ACCIDENT SITE BY FAA INSPECTORS REVEALED NO FUEL IN THE TANKS AND ONLY ABOUT A TEASPOON FULL IN THE SYSTEM COMPONENTS FORWARD OF THE FIREWALL. THE FAA INSPECTORS REPORTED NO EVIDENCE OF FUEL LEAKAGE OR STAINS ON THE UNDERLYING AND ADJACENT SOIL OR VEGITATION. NO MECHANICAL MALFUNCTIONS WERE IDENTIFIED DURING THE EXAM OF THE POWERPLANT.

Brief of Accident (Continued)

File No. - 1559

7/23/85

ANZA, CA

A/C Reg. No. N876C

Time (Lc1) - 1400 PDT

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

Finding(s)
1. FLUID, FUEL - EXHAUSTION

Occurrence #2 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. - 1557 8/15/85 SANTA PAULA, CA A/C Reg. No. N79504 Time (Lcl) - 1245 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
1
1

Minor
0
2

None
0
0

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 240/012 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OXNARD, CA
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
ME LAND

Age - 50
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - 150

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

Total	- 667	Last 24 Hrs	- 2
Make/Model-	54	Last 30 Days-	2
Instrument-	40	Last 90 Days-	3

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON A LOCAL FLT TO VIEW CAMPING AND HIKING FACILITIES IN MOUNTAINOUS TERRAIN, THE ACFT ENTERED A BOX CANYON WITH A MODERATELY RISING FLOOR AND STEEP SIDES REPORTED BY THE SHERIFF'S DEPARTMENT AT ABOUT ONE-QUARTER OF A MILE WIDE. DURING AN ATTEMPTED COURSE REVERSAL, THE ACFT STALLED AND IMPACTED NOSE DOWN IN TALL TREES ON THE FLOOR OF THE CANYON. SHERIFF DEPT SEARCH AND RESCUE PERSONNEL REPORTED THAT ONLY THE TREES IMMEDIATELY AROUND THE ACFT WERE DISTURBED. ALTHOUGH NONE OF THE FOUR OCCUPANTS REPORTED A CLEAR MEMORY OF THE ACCIDENT SEQUENCE, ONE PASSENGER DID SAY THAT THE "ENGINE DIDN'T SOUND RIGHT" JUST BEFORE THE ACCIDENT. FUNCTIONAL TESTING OF THE ACFT REVEALED NO MALFUNCTIONS OR FAILURES.

Brief of Accident (Continued)

File No. - 1557

8/15/85

SANTA PAULA, CA

A/C Reg. No. N79504

Time (Lc1) - 1245 PDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. JUDGEMENT - IMPROPER - PILOT IN COMMAND
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1555 8/16/85 SANTA PAULA, CA A/C Reg. No. N5879B Time (Lcl) - 1120 PDT

-----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	Crew	0	0	0	0
Accident Occurred During -LANDING	Pass	0	0	0	0

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	PASO ROBLES, CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SANTA PAULA, CA	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - GRAVEL
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	SNOW - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 505
SE LAND	Months Since - 5	Last 24 Hrs - 2
	Aircraft Type - 182A	Make/Model- 19
		Last 30 Days- 13
		Instrument- 8
		Last 90 Days- 29

Instrument Rating(s) - NONE

-----Narrative-----

DURING A CROSS COUNTRY FLT THE ACFT EXPERIENCED FUEL EXHAUSTION AND COLLIDED WITH GROUND OBSTRUCTIONS DURING THE SUBSEQUENT FORCED LANDING IN A RIVER BED. THE PLT SAID 4 HRS AND 20 MNS OF ENGINE RUN TIME HAD ELAPSED SINCE THE LAST FUELING OF THE ACFT. AT THE LAST FUELING, THE PLT SAID HE ORDERED THE ACFT "TOPPED," HOWEVER, DID NOT VISUALLY CHECK THE FUEL LEVEL PRIOR TO DEPARTURE. AT THE TIME OF THE ENGINE POWER LOSS, THE PLT SAID BOTH FUEL GAGES INDICATED ONE-QUARTER OF A TANK EACH. SUBSEQUENT TESTING OF THE FUEL QUANTITY MEASURING SYSTEM REVEALED THAT THE LEFT SYSTEM WAS INCORRECTLY CALIBRATED AND THE GAGE INDICATED ONE NEEDLE WIDTH BELOW THE ONE-QUARTER INDICIES WHEN THE TRANSMITTER WAS IN THE EMPTY POSITION.

Brief of Accident (Continued)

File No. - 1555

8/16/85

SANTA PAULA, CA

A/C Reg. No. N5879B

Time (Lc1) - 1120 PDT

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

Finding(s)

1. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION

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

2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - TREE(S)
6. TERRAIN CONDITION - NONE SUITABLE

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1556 8/16/85 PIONEER,CA A/C Reg. No. N3169Q Time (Lcl) - 1430 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 Pass

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

Make/Model - CESSNA 182K	Eng Make/Model - CONTINENTAL O-470 SERIES	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
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 - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 220/006 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MINDEN,NV
Destination
WATSONVILLE,CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 70
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - 182

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

Total	- 819	Last 24 Hrs	- 2
Make/Model-	225	Last 30 Days-	3
Instrument-	123	Last 90 Days-	6

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DOCUMENTS PROVIDED BY THE PLT ESTABLISHED THAT 45.5 GALLONS OF FUEL WERE LOADED ON THE AIRCRAFT PRIOR TO DEPARTURE FROM WATSONVILLE, CALIFORNIA, THE DAY PRIOR TO THE ACCIDENT. THE FLT FLEW DIRECT TO MINDEN, NEVADA, A STRAIGHT LINE DISTANCE OF 170 NM, WHERE IT WAS PARKED OVERNIGHT. THE DAY OF THE ACCIDENT, THE PLT SAID HE DID A NORMAL PREFLIGHT BUT DID NOT VISUALLY CHECK THE FUEL TANK LEVELS. ON THE RETURN FLT TO WATSONVILLE, THE AIRCRAFT LOST POWER AND STRUCK TREES DURING THE FORCED LANDING ON A HIGHWAY. ACFT RETRIEVERS REPORTED COMPLETE AIRCRAFT SYSTEM INTEGRITY AND ONLY 2 GALLONS OF FUEL IN THE TANKS WHEN THE ACFT WAS REMOVED FROM THE SITE.

Brief of Accident (Continued)

File No. - 1556

8/16/85

PIONEER,CA

A/C Reg. No. N31690

Time (Lc1) - 1430 PDT

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

Finding(s)

1. FUEL SUPPLY - IMPROPER - PILOT IN COMMAND
 2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 3. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
 4. JUDGEMENT - POOR - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - NONE SUITABLE
 6. OBJECT - TREE(S)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1495 1/19/85 CANON CITY, CO A/C Reg. No. N4925M Time (Lcl) - 1850 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
.0

Injuries
Serious Minor
0 1
0 1

None
0
0

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

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 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 - MILITARY
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC

Wind Dir/Speed- 160/011 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 1500 FT
Lowest Ceiling - 1500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
COLORADO SPRNGS, CO
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, COMMERCIAL
SE LAND
HELICOPTER

Age - 26
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1900
Make/Model- 15
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - 1860

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE ACFT CONTACTED TREES ON MOUNTAINOUS TERRAIN AFTER ENCOUNTERING IFR WX EN ROUTE. THE PLT REPORTED THAT UPON ARRIVING IN THE COLORADO SPRINGS AREA AN UNDERCAST PREVAILED. HE CONTACTED PUEBLO APCH AND DENVER CENTER AND WAS ADVISED THAT ALAMOSA, CO, WAS REPORTING VFR CONDITIONS. THE PLT THEN ELECTED TO FLY TO SALIDA, CO, DUE TO A LOW FUEL STATE. EN ROUTE THE PLT SPOTTED AN APRX 5 MILE AREA WHICH WAS CLEAR AND AN ATTEMPT WAS MADE TO DESCEND INTO THE CLEAR AREA, HOWEVER, CLOUDS WERE ENCOUNTERED. THE PLT THEN APPLIED PWR IN AN ATTEMPT TO CLIMB BUT THE ACFT CONTACTED TREES ON THE SIDE OF A MOUNTAIN.

Brief of Accident (Continued)

File No. - 1495

1/19/85

CANON CITY, CO

A/C Reg. No. N4925M

Time (Lcl) - 1850 MST

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 3. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
 4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

5. OBJECT - TREE(S)
 6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1517 7/22/85 DURANGO, CO A/C Reg. No. N3866H Time (Lcl) - 1512 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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	1	0
Pass	0	0	0	0

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

Make/Model - MOONEY M20K
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-360-GB1 ELT Installed/Activated - YES/YES
Number Engines - 1 Stall Warning System - YES
Engine Type - RECIP-FUEL INJECTED
Rated Power - 210 HP

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 020/005 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - 5000 FT

Lowest Ceiling - 5000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SANTE FE, NM

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

ANIMAS

Runway Ident - 01

Runway Lth/Wid - 5000/ 50

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, ATP

SE LAND, ME LAND

Age - 61

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 15185

Make/Model- 300

Instrument- 2311

Multi-Eng - 10185

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 103

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT PRIOR TO LANDING, THE UNICOM OPERATOR REPORTED THAT THE WIND WAS FROM THE NORTHWEST AT 10 TO 20 KTS & WAS GUSTY. ALSO, HE SAID THAT WHILE ON BASE LEG, HE ENCOUNTERED A SEVERE DOWNDRAFT. HE STATED THAT HE APPLIED PWR & RETRACTED THE FLAPS TO ARREST THE SINK RATE. HOWEVER, THE ACFT SUBSEQUENTLY STRUCK THE GROUND ABOUT 5 FT SHORT OF THE RWY, DAMAGED THE LANDING GEAR, COLLIDED WITH APCH/RWY LIGHTS & SLID ABOUT 170 ON ITS BELLY BEFORE COMING TO REST ON THE RWY. AN EXAM OF THE WRECKAGE REVEALED THAT THE FUEL SELECTOR WAS POSITIONED TO THE RIGHT TANK WHICH WAS EMPTY. FUEL WAS STILL REMAINING IN THE LEFT TANK. ALSO, THE PROP BORE EVIDENCE OF LITTLE OR NO ROTATION AT IMPACT. ABOUT 8 MI EAST-SOUTHEAST AT THE LA PLATA ARPT, THE 1455 MDT WIND WAS FROM 020 DEG AT 5 KTS. THE DENSITY ALT WAS ESTIMATED TO BE 8478 FT.

Brief of Accident (Continued)

File No. - 1517

7/22/85

DURANGO, CO

A/C Reg. No. N3866H

Time (Lcl) - 1512 MDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. FLUID, FUEL - STARVATION
 3. FUEL TANK SELECTOR POSITION - IMPROPER - 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. WEATHER CONDITION - TAILWIND
 5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 6. TERRAIN CONDITION - GROUND
 7. TERRAIN CONDITION - RUNWAY
-

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

Finding(s)

8. OBJECT - RUNWAY LIGHT
-

-----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) 1,4,5,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1497 8/10/85 COLORADO SPRGS,CO A/C Reg. No. N25RN Time (Lcl) - 1430 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - SCHEMPP-HIRTH VENTUS B
Landing Gear - UNK/NR
Max Gross Wt - 700
No. of Seats - 1

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/015 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

BLACK FOREST GLIDER PORT
Runway Ident - 17
Runway Lth/Wid - 5000/ 20
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 58
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

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

Total	-	1620	Last 24 Hrs -	UNK/NR
Make/Model-		28	Last 30 Days-	UNK/NR
Instrument-		12	Last 90 Days-	28

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF THE GLIDER LEFT WING TOUCHED THE GROUND. THE GLIDER THEN CARTWHEELED SUSTAINING SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1497

8/10/85

COLORADO SPRGS,CO

A/C Reg. No. N25RN

Time (Lc1) - 1430 MDT

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

Finding(s)

1. AIRSPEED - UNCONTROLLED - PILOT IN COMMAND
 2. ALTITUDE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAKEOFF - INITIAL CLIMB

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1463 9/05/85 ALAMOSA,CO A/C Reg. No. N92240 Time (Lcl) - 1800 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

1

0

None

0

2

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

Make/Model - CESSNA 182N
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/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 - UNK/NR
Visibility - 15.0 SM
Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HOLLY,CO
Destination
ALAMOSA,CO

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 34
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

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

Total - 3040
Make/Model - 300
Instrument - UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 4
Last 30 Days - UNK/NR
Last 90 Days - 250
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED TREES, A FENCE AND A DITCH DURING A PRECAUTIONARY LANDING ON A DIRT ROAD. THE PLT STATED THAT WHEN APPROACHING HIS DESTINATION, THE ENG BEGAN RUNNING ROUGH AND HE WAS UNABLE TO CORRECT THE PROBLEM. HE THEN DECIDED TO LAND ON THE ROAD AND NOT CONTINUE TO ALAMOSA. POST ACCIDENT INSPECTION AND TESTS DID NOT REVEAL ANY MECHANICAL FAILURE/MALFUNCTION. LOCAL LAW ENFORCEMENT PERSONNEL REPORTED THE PLT APPEARED INTOXICATED UPON THEIR ARRIVAL AT THE ACCIDENT SITE. THE PLT REFUSED TO SUBMIT TO A BLOOD ALCOHOL TEST. IT WAS ALSO DISCOVERED THE PLT WAS AQUAINTED WITH PERSONS WHO RESIDED IN A FARM HOUSE NEAR THE ACCIDENT SITE.

Brief of Accident (Continued)

File No. - 1463

9/05/85

ALAMOSA,CO

A/C Reg. No. N92240

Time (Lc1) - 1800 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - TREE(S)
2. TERRAIN CONDITION - FENCE
3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND

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

Finding(s)

6. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - DITCH

Occurrence #4 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

8. LANDING GEAR - OVERLOAD

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1574 10/05/85 FALCON,CO A/C Reg. No. N190FK Time (Lcl) - 1000 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	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

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

Make/Model - SKURICH FOCKE-WULF 190	Eng Make/Model - LYCOMING 02-90D	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1000	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 125 HP		

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - UNK/NR	Last Departure Point MCCOOK,NE	
Method - TELEPHONE	Destination COLORADOSPRINGS,CO	Airport Data MEADOW LAKE
Completeness - WEATHER NOT PERTINENT		Runway Ident - 15
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 4150/ 30
Wind Dir/Speed- UNK/NR	Type of Flight Plan - VFR	Runway Surface - ASPHALT
Visibility - UNK/NR	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - GO AROUND	
Lowest Ceiling - NONE	FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 350
SE LAND	Months Since - 6	Make/Model- 52
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- 15
		Last 90 Days- 52

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT GROUNDLOOPED TO THE RT DURING AN ATTEMPTED GO-AROUND AFTER LANDING. THE PLT WAS LANDING AT A ARPT WITH WATCH HE WAS UNFAMILAR. HE THOUGHT HE SAW WIRES AT THE APPROACH END OF THE RWY SO HE LANDED LONG AND THEN ATTEMPTED A GO-AROUND. THE ACFT FISHTAILED TO THE LEFT AND WHEN THE PLT OVERCORRECTED TO THE RT THE ACFT WENT OUT OF CONTRL AND DAMAGED THE ACFT.

Brief of Accident (Continued)

File No. - 1574

10/05/85

FALCON, CO

A/C Reg. No. N190FK

Time (Lcl) - 1000 MDT

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

Finding(s)

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

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. LANDING GEAR, MAIN GEAR - FAILURE, PARTIAL
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1496 10/06/85 ASPEN,CO A/C Reg. No. N2578V Time (Lcl) - 1246 MDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 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/YES
Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 340/011 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 18000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GLENWOOD SPRING,CO
Destination
COLORADO SPRING,CO

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 28
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 98
Make/Model- 8
Instrument- 5
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 41

Instrument Rating(s) - NONE

-----Narrative-----

AFTER DEPARTURE FROM GLENWOOD SPRINGS COUNTY ARPT THE PLT INITIATED A CRUISE CLIMB TO FLY OVER A 12,093 FT HIGH MOUNTAIN PASS. HE ENTERED THE NARROW PASS AT AN ALT LOWER THAN THE SUMMIT, ENCOUNTERED DOWNDRAFT WIND CURRENTS AND WAS UNABLE TO CLIMB FAST ENOUGH TO CLEAR RAPIDLY RISING TERRAIN. HE ATTEMPTED A 60 DEG BANK TURN TO REVERSE COURSE WHICH RESULTED IN THE ACFT STALL WARNING ACTIVATING. HE ABORTED THE TURN AND EXECUTED A FORCED LANDING IN MOUNTAINOUS TERRAIN.

Brief of Accident (Continued)

File No. - 1496

10/06/85

ASPEN, CO

A/C Reg. No. N2578V

Time (Lcl) - 1246 MDT

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. CLIMB - NOT POSSIBLE - PILOT IN COMMAND
 4. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
-

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 - MOUNTAINOUS/HILLY
-

-----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. - 1465 6/30/85 HARTFORD,CT A/C Reg. No. N48251 Time (Lcl) - 1300 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE Crew Pass

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

Make/Model - CESSNA 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- 010/009 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
HARTFORD,CT
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

BRAINARD
Runway Ident - 20R
Runway Lth/Wld - 4418/ 150
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	- 17	Last 24 Hrs	- UNK/NR
Make/Model-	17	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	12

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER FOLLOWING A LOSS OF CONTROL DURING LANDING. THE STUDENT PLT STATED THE ACFT BOUNCED THREE TIMES ON TOUCHDOWN. THE PROPELLER THEN CONTACTED THE RWY AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1465

6/30/85

HARTFORD,CT

A/C Reg. No. N48251

Time (Lc1) - 1300 EST

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

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

Finding(s)

3. RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - 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) 1,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1519 1/14/85 FT MYERS, FL A/C Reg. No. N9383X Time (Lcl) - 1415 EST

-----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 -TAXI

Fire
NONE

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

Make/Model - CESSNA 182E
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 3500 FT
Lowest Ceiling - 3500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FT. MYERS, FL
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data
PAGE

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 - 68

Biennial Flight Review

Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 511	Last 24 Hrs - UNK/NR
Make/Model- 106	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 PLT REPORTED THAT AFTER HE HAD STARTED THE ENG, THE ACFT BEGAN MOVING OUT OF THE TIE-DOWN POSITION. WHEN HE APPLIED BRAKES, THE RIGHT BRAKE FAILED. HE ATTEMPTED TO STOP BY USING THE PARKING BRAKE, BUT THE PARKING BRAKE HANDLE BROKE OFF. SUBSEQUENTLY, THE ACFT HIT THREE PARKED ACFT BEFORE COMING TO A STOP. THE OTHER ACFT WERE A ROCKWELL COMMANDER, N1059J; A CESSNA 150, N8387G; & A PIPER PA 28-140, N6915W. AN EXAM OF THE BRAKE SYS REVEALED THAT THE RIGHT BRAKE PADS WERE COMPLETELY WORN.

Brief of Accident (Continued)

File No. - 1519

1/14/85

FT MYERS, FL

A/C Reg. No. N9383X

Time (Lcl) - 1415 EST

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAXI

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - WORN
2. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, PARTIAL
3. LANDING GEAR, EMERGENCY BRAKE SYSTEM - FAILURE, TOTAL
4. PARKING BRAKES
5. DIRECTIONAL CONTROL - NOT POSSIBLE -

-----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. - 1458 3/22/85 OKEECHOBEE, FL A/C Reg. No. N5867L Time (Lcl) - 1855 EST

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

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

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

Make/Model - GRUMMAN AA-5	Eng Make/Model - LYCOMING O-320-E2G	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	LAKELAND, FL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	FORT PIERCE, FL	
Wind Dir/Speed - 240/006 KTS	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 - TRAFFIC ADVISORY	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision - NONE		
Precipitation - NONE	FORCED LANDING	
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 66	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 947
SE LAND	Months Since - 8	Make/Model - 163
	Aircraft Type - UNK/NR	Instrument - 374
		Multi-Eng - UNK/NR
		Last 24 Hrs - 5
		Last 30 Days - UNK/NR
		Last 90 Days - 24
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE IN CRUISE FLT THE PLT PLACED THE ACFT IN A DIVE TO AVOID WHAT APPEARED TO BE THE LANDING LIGHT OF ANOTHER ACFT. THE LIGHT WAS ACTUALLY A SPACE VEHICLE WHICH HAD JUST BEEN LAUNCHED FROM CAPE CANAVERAL AIR FORCE STATION 60 MILES FROM THE ACFT'S POSITION. DURING THE DIVE THE PLT EXCEEDED THE LIMITATIONS OF THE ACFT CAUSING DAMAGE TO THE ACFT'S TAIL SURFACES WHICH BEGAN TO FLUTTER AFTER LEVEL FLT WAS REGAINED. DURING THE FOLLOWING EMERGENCY LANDING IN A FLD, THE ACFT STRUCK A FENCE POST AND NOSED UP, COLLAPSING THE NOSE LANDING GEAR.

Brief of Accident (Continued)

File No. - 1458

3/22/85

OKEECHOBEE, FL

A/C Reg. No. N5867L

Time (Lc1) - 1855 EST

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

Finding(s)

1. IDENTIFICATION OF AIRCRAFT VISUALLY - IMPROPER - PILOT IN COMMAND
2. AIRSPEED(VMO) - EXCEEDED - PILOT IN COMMAND
3. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
4. FLIGHT CONTROL SURFACES/ATTACHMENTS - OVERLOAD
5. FLIGHT CONTROL SURFACES/ATTACHMENTS - FLUTTER

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

6. OBJECT - FENCE

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

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

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. - 1469 6/08/85 PANAMA CITY, FL A/C Reg. No. N53925 Time (Lcl) - 1302 EDT

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

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

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

Make/Model - BELLANCA 8GCBC	Eng Make/Model - LYCOMING O-320-C2E	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PANAMA CITY
Wind Dir/Speed- 220/013 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6008/ 150
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 20000 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 - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - YES	Total - 5814
SE LAND,ME LAND	Months Since - 2	Make/Model- 703
	Aircraft Type - UNK/NR	Instrument- 795
		Multi-Eng - 2820
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 143

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT WHILE TAKING OFF IN A X-WIND HE LOST CONTROL OF THE ACFT. THE ACFT CONTACTED THE LIP OF A LARGE DRAINAGE DITCH, CARTWHEELED 180 DEGS TO THE RIGHT AND CRASHED INTO A DITCH.

Brief of Accident (Continued)

File No. - 1469

6/08/85

PANAMA CITY, FL

A/C Reg. No. N53925

Time (Lc1) - 1302 EDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. COMPENSATION FOR WIND CONDITIONS - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1405 6/11/85 WABASSO, FL A/C Reg. No. N2603C Time (Lcl) - 1235 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 61	NONE	0	0	1	0
Accident Occurred During -LANDING	Crew	0	0	0	0
	Pass	0			

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

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	VERO BEACH, FL	
Completeness - WEATHER NOT PERTINENT	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 - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 50
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 50
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING ON A BEACH. THE PLT WAS ON A SOLO FLT TO PRACTICE MANEUVERS. HE STATED THAT WHEN PWR WAS REDUCED TO 1500 RPM IN PREPARATION FOR A STALL SERIES THE RPM CONTINUED TO DECREASE TO APRX 1100. HE WAS NOT ABLE TO REGAIN PWR AND THE FORCED LANDING ENSUED. EXAMINATION DISCLOSED NO MECHANICAL FAILURE/MALFUNCTION WHICH WOULD HAVE RESULTED IN A PWR LOSS. THE TEMP WAS 90 DEG F AND THE DEW POINT WAS 75 DEGS F WHEN THE ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 1405

6/11/85

WABASSO, FL

A/C Reg. No. N2603C

Time (Lc1) - 1235 EDT

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1404 6/11/85 KISSIMMEE, FL A/C Reg. No. CGIBB Time (Lcl) - 1445 EDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAVANNAH, FL	Runway Ident - N/A
Wind Dir/Speed- 170/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 852
SE SEA	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 4
		Instrument- 55
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT JUST AFTER TAKEOFF, AT ABOUT 800 FT ALT THE ENG LOST PWR. HE THEN MADE AN EMERG LANDING IN A FLD AND THE ACFT STRUCK A DITCH DURING THE LANDING ROLL. POST ACCIDENT EXAMINATION REVEALED BOTH MAGNETO CASES WERE CRACKED AND THE #1 CLY FUEL INJECTOR NOZZLE WAS CLOGGED.

Brief of Accident (Continued)

File No. - 1404

6/11/85

KISSIMMEE, FL

A/C Reg. No. CGIBB

Time (Lc1) - 1445 EDT

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

Finding(s)

1. IGNITION SYSTEM, MAGNETO - CRACKED
 2. FUEL SYSTEM, INJECTOR - BLOCKED(TOTAL)
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1451 6/12/85 NEW SMYRNA BCH,FL A/C Reg. No. N51261 Time (Lcl) - 1230 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270
Visibility - 10.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - RAIN SHOWERS
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NEW SMYRNA,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 - WATER
Runway Status - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI
SE LAND,ME LAND,SE SEA,ME SEA

Age - 27

Biennial Flight Review

Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- 8
Make/Model-	1470	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-----

WHILE PERFORMING A BANNER TOWING FLIGHT THE PILOT ENCOUNTERED SEVERE TURBULENCE IN THE AREA OF A THUNDERSTORM AND LOST CONTROL OF THE ACFT. HE STATED HE JETTISONED THE BANNER JUST BEFORE IMPACT BUT STILL COULD NOT CONTROL THE ACFT. THE ACFT STRUCK A SMALL MANGROVE ISLAND AND FLIPPED INVERTED.

Brief of Accident (Continued)

File No. - 1451

6/12/85

NEW SMYRNA BCH, FL

A/C Reg. No. N51261

Time (Lcl) - 1230 EDT

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
 2. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
 3. WEATHER CONDITION - HIGH WIND
 4. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1494 6/13/85 SILVER SPRINGS, FL A/C Reg. No. N49550 Time (Lc1) - 0026 EDT

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

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

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

Make/Model	- AEROSPATIALE SA316B	Eng Make/Model	- TURBO MECA ARTOUSTE IIIB	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 4960	Engine Type	- TURBOSHAFT		
No. of Seats	- 5	Rated Power	- 562 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- TELEPHONE	SPRING HILL, FL			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- VMC	GAINESVILLE, FL			
Wind Dir/Speed	- 200/005 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 10.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 10000 FT	Type of Clearance	- NONE	Runway Surface	- DIRT
Lowest Ceiling	- 10000 FT OVERCAST	Type Apch/Lndg	- FORCED LANDING	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- RAIN SHOWERS				
Condition of Light	- NIGHT(DARK)				

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

Pilot-In-Command	Age - 33	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 3861	Last 24 Hrs - 2
SE LAND	Months Since - 6	Make/Model - 324	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - 316B	Instrument - 120	Last 90 Days - 75
		Multi-Eng - 24	Rotorcraft - 3661

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PLT OF THE HELICOPTER ON AN ON DEMAND AIR TAXI MEDEVAC FLT ENCOUNTERED DETERIORATING WX CONDITIONS AND ATTEMPTED TO MAINTAIN VFR FLT IN IMC CONDITIONS. HE DESCENDED AND STRUCK A TREE CAUSING SUBSTANTIAL DAMAGE. HE THEN MADE A FORCED LANDING AND THE MEDEVAC PATIENT WAS TRANSPORTED BY GROUND VEHICLE.

Brief of Accident (Continued)

File No. - 1494

6/13/85

SILVER SPRINGS, FL

A/C Reg. No. N49550

Time (Lc1) - 0026 EDT

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

Finding(s)

1. WEATHER CONDITION - RAIN
2. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. TERRAIN CONDITION - TREE(S)
5. DOOR, EXTERIOR CREW - DISCONNECTED
6. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - FAILURE, TOTAL

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1511 6/25/85 OPA LOCKA, FL A/C Reg. No. N9165P Time (Lcl) - 0515 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	1
Accident Occurred During -LANDING					

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

Make/Model - PIPER PA-24-250	Eng Make/Model - LYCOMING O-540-A1A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point ST. PETERSBURG, FL	
Method - N/A	Destination SAME AS ACC/INC	Airport Data OPA-LOCKA
Completeness - N/A		Runway Ident - 18L
Basic Weather - IMC	ATC/Airspace	Runway Lth/Wid - 4374/ 244
Wind Dir/Speed- 230/009 KTS	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 1.000 SM	Type of Clearance - TRAFFIC ADVISORY	Runway Status - WET
Lowest Sky/Clouds - 500 FT THIN BKN	Type Apch/Lndg - STRAIGHT-IN	
Lowest Ceiling - 800 FT BROKEN	FULL STOP	
Obstructions to Vision- UNK/NR		
Precipitation - RAIN SHOWERS		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 40	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, FLT ENG	Current - UNK/NR	Total - 2600
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 4
	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) - AIRPLANE

-----Narrative-----

THE PLT WAS LANDING AFTER A X-COUNTRY FLT WHEN THE RIGHT WING & THE PROP CONTACTED THE RWY. THE PLT STATED THAT THE GEAR HAD COLLAPSED DURING A GO-AROUND. HOWEVER, THE LANDING GEAR WAS INTACT, EXCEPT FOR IMPACT DAMAGE ON THE RIGHT MAIN GEAR. NO GEAR MALFUNCTION OR PREIMPACT FAILURE WAS FOUND. THE PLT'S LAST PHYSICAL EXAM WAS ON 8/2/81, BUT THE ISSUANCE OF A NEW MEDICAL CERTIFICATE WAS DENIED.

Brief of Accident (Continued)

File No. - 1511

6/25/85

OPA LOCKA, FL

A/C Reg. No. N9165P

Time (Lcl) - 0515 EDT

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. FLARE - IMPROPER - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1483 6/26/85 DAYTONA BEACH, FL A/C Reg. No. N5744W Time (Lc1) - 1930 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	0
Accident Occurred During - LANDING					

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

Make/Model - PIPER PA-28-160	Eng Make/Model - LYCOMING O-320-B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 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	SAME AS ACC/INC	SPRUCE CREEK
Wind Dir/Speed- 130/008 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3300/ 100
Lowest Sky/Clouds - 1700 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 30000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 48
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 20
		Last 30 Days- UNK/NR
		Instrument- 4
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT HAD BEEN PRACTICING TOUCH AND GO LANDINGS. ON HIS THIRD LANDING, HE PERMITTED TOO STEEP AN APCH AND THE NOSE GEAR CONTACTED THE RWY PRIOR TO THE MAIN GEAR. A PORPOISING ACTION THEN DEVELOPED WHICH WAS NOT ARRESTED PRIOR TO FAILURE OF THE NOSE GEAR. THE ACFT LANDED WITH AN 8 KT 10 DEG LEFT TAILWIND.

Brief of Accident (Continued)

File No. - 1483

6/26/85

DAYTONA BEACH, FL

A/C Reg. No. N5744W

Time (Lcl) - 1930 EDT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. FLARE - DELAYED - PILOT IN COMMAND
 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
 4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1484 6/27/85 DAYTONA BEACH,FL A/C Reg. No. N2198T Time (Lcl) - 1000 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	2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

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

Make/Model - PIPER PA-44-180	Eng Make/Model - LYCOMING O-360-E1A6D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3800	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	DAYTONA BEACH,FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	DAYTONA BEACH REGIONAL
Wind Dir/Speed- 300/006 KTS	ATC/Airspace	Runway Ident - 11
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7500/ 150
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
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 - YES	Total - 1358
SE LAND,ME LAND	Months Since - 8	Last 24 Hrs - 2
	Aircraft Type - PA-44	Make/Model- 190
		Last 30 Days- 92
		Instrument- 180
		Last 90 Days- 300
		Multi-Eng - 234

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT SETTLED GEAR UP ONTO THE RWY DURING AN ATTEMPTED GO AROUND FROM A SIMULATED SINGLE ENGINE APCH. THE STUDENT FLARED TOO HIGH & REQUESTED COMMAND OF BOTH THROTTLES FROM THE CFI. PWR WAS APPLIED & THE FLAPS & GEAR WERE PREMATURELY RETRACTED. THE ACFT SETTLED ONTO THE RWY GEAR UP.

Brief of Accident (Continued)

File No. - 1484

6/27/85

DAYTONA BEACH, FL

A/C Reg. No. N2198T

Time (Lc1) - 1000 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

Finding(s)

1. FLARE - PREMATURE - DUAL STUDENT
 2. GO-AROUND - IMPROPER - DUAL STUDENT
 3. GEAR RETRACTION - PREMATURE - DUAL STUDENT
 4. RAISING OF FLAPS - PREMATURE - DUAL STUDENT
 5. JUDGEMENT - POOR - PILOT IN COMMAND(CFI)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1508 6/30/85 COOPER CITY, FL A/C Reg. No. N8784H Time (Lcl) - 1900 EDT

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

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

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

Make/Model - NORTH AMERICAN NAVION	Eng Make/Model - CONTINENTAL E-225-8	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 225 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	STUART, FL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	HOLLYWOOD, FL	Runway Ident - N/A
Wind Dir/Speed- 230/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 15000 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 15000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 156
SE LAND	Months Since - 23	Last 24 Hrs - 4
	Aircraft Type - C-172	Make/Model- 20
		Last 30 Days- 6
		Instrument- 3
		Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE ENG LOST POWER DURING A DESCENT ABOUT 5 MI FROM THE ARPT. SUBSEQUENTLY, THE LEFT WING & LEFT MAIN GEAR WERE DAMAGED DURING A FORCED LANDING ON A HIGHWAY RAMP AREA THAT WAS BEING BUILT. AN EXAM OF THE ACFT REVEALED THAT THE FUEL TANKS CONTAINED ONLY ABOUT 2.5 GAL OF FUEL.

Brief of Accident (Continued)

File No. - 1508

6/30/85

COOPER CITY, FL

A/C Reg. No. N8784H

Time (Lcl) - 1900 EDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE
-

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

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1509 6/30/85 APALACHICOLA, FL A/C Reg. No. N28SE Time (Lcl) - 1830 EDT

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

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

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

Make/Model	- BEECH 65-A90	Eng Make/Model	- P&W PT6A-20	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 8800	Engine Type	- TURBOPROP		
No. of Seats	- 8	Rated Power	- 550 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	TALLAHASSEE, FL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	DAYTONA BEACH, FL	ST GEORGE ISLAND
Wind Dir/Speed - 210/009 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3800/ 65
Lowest Sky/Clouds - 25000 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision - HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 6530
SE LAND, ME LAND, SE SEA	Months Since - 6	Last 24 Hrs - 3
	Aircraft Type - MU-2	Make/Model - 300
		Instrument - 900
		Multi-Eng - 4050
		Last 30 Days - 40
		Last 90 Days - 145
		Rotorcraft - 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AN ATP PLT (PIC) SAID HE WAS CHECKING OUT ANOTHER (COMMERCIAL) PLT IN THE ACFT. AS THE COMMERCIAL PLT WAS MAKING A TAKEOFF FROM A TOUCH-&-GO LANDING, THE ACFT LOST ALTITUDE & COLLIDED WITH WATER. THE COMMERCIAL PLT STATED THAT HE WAS LOOKING FOR THE FLAP CONTROL WHEN THE ACCIDENT OCCURRED. REPORTEDLY, THE PIC WAS LOOKING FOR SOME CHARTS INSIDE HIS FLT BAG & DID NOT REALIZE THE ACFT WAS LOSING ALTITUDE UNTIL JUST PRIOR TO IMPACT. THE PIC REPORTED THAT THE VISIBILITY WAS 3 MI WITH HAZE.

Brief of Accident (Continued)

File No. - 1509

6/30/85

APALACHICOLA, FL

A/C Reg. No. N28SE

Time (Lc1) - 1830 EDT

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

Finding(s)

1. TOUCH-AND-GO LANDING - PERFORMED - COPILOT
2. WEATHER CONDITION - HAZE
3. PROPER CLIMB RATE - NOT MAINTAINED - COPILOT
4. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - COPILOT
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND
7. TERRAIN CONDITION - WATER, ROUGH

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1510 7/04/85 DAYTONA BEACH, FL A/C Reg. No. N92ER Time (Lcl) - 1700 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 141
Accident Occurred During -LANDING

Fire NONE
Crew Pass

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

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

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

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

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

Weather Data

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

Wind Dir/Speed- 110/010 KTS
Visibility - 9.0 SM

Lowest Sky/Clouds - 30000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DAYTONA BEACH, FL
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

DAYTONA BEACH
Runway Ident - 06L
Runway Lth/Wid - 7500/ 150
Runway Surface - ASPHALT
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-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 112	Last 24 Hrs	- 1
Make/Model-	49	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	24
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT ENTERED THE TRAFFIC PATTERN AFTER MAKING A LOCAL SOLO TRAINING FLT. HE STATED THAT DURING THE LANDING PATTERN, HE REDUCED THE THE THROTTLE INCREMENTALLY & DID NOT USE CARBURETOR HEAT. AS THE ACFT WAS ON FINAL APCH AT ABOUT 50 FT AGL, THE PROPELLER SLOWED DOWN & THE ACFT'S RATE OF DESCENT INCREASED RAPIDLY. SUBSEQUENTLY, THE ACFT TOUCHED DOWN HARD & WAS SUBSTANTIALLY DAMAGED. THE TEMP & DEW POINT WERE 87 & 65 DEG, RESPECTIVELY. ACCORDING TO ICING PROBABILITY CHARTS, SERIOUS CARBURETOR ICING WAS PROBABLE AT GLIDE POWER.

Brief of Accident (Continued)

File No. - 1510

7/04/85

DAYTONA BEACH, FL

A/C Reg. No. N92ER

Time (Lc1) - 1700 EDT

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

Finding(s)

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

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1514 7/14/85 CEDAR KEY, FL A/C Reg. No. N13714 Time (Lcl) - 1551 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
3

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 120/007 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CEDAR KEY, FL
Destination
JACKSONVILLE, FL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 40
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 408
Make/Model- 4
Instrument- 52
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 63

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT SHORTLY AFTER TAKING OFF, WHILE FLYING AT 1400 FT, THERE WAS A STRONG ODOR OF FUEL IN THE CABIN, THEN THE ENG LOST POWER. HE WAS UNABLE TO RESTART THE ENG & SUBSEQUENTLY DITCHED THE ACFT IN THE GULF OF MEXICO ABOUT 1/4 MI SOUTH OF CEDAR KEY, FL. THE ACFT WAS RECOVERED FROM WHERE IT SANK IN 20 FT OF WATER. AN EXAM OF THE ENG, FUEL SYS & RELATED COMPONENTS REVEALED NO EVIDENCE OF A PREIMPACT PART FAILURE OR MALFUNCTION; HOWEVER, THERE WAS CONSIDERABLE IMPACT DAMAGE FROM DITCHING.

Brief of Accident (Continued)

File No. - 1514

7/14/85

CEDAR KEY, FL

A/C Reg. No. N13714

Time (Lc1) - 1551 EDT

Occurrence #1 LOSS OF POWER

Phase of Operation CRUISE

Finding(s)

1. MISCELLANEOUS - 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, ROUGH

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1513 7/17/85 LEESBURG, FL A/C Reg. No. N3781S Time (Lcl) - 2245 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

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

-----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- 180/006 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 8000 FT
Lowest Ceiling - 8000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
LEESBURG, FL
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

LEESBURG
Runway Ident - 13
Runway Lth/Wid - 4984/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 52
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 96 Last 24 Hrs - 1
Make/Model- 96 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT EXPERIENCED AN ELECTRICAL FAILURE WHILE ON A NIGHT FLT & WAS UNABLE TO ACTIVATE THE RWY LIGHTS BY KEYING HIS RADIO. HE ELECTED TO LAND ON THE UNLIGHTED RWY WITHOUT ANY LANDING LIGHTS RATHER THAN DIVERT TO ANOTHER ARPT. THE PLT STATED THAT DURING THE APCH TO LAND, HE REALIZED THAT HE WAS NOT LINED UP PROPERLY WITH THE RWY, & WHEN HE ATTEMPTED TO CORRECT THE ACFT'S ALIGNMENT WITH THE RWY, THE RIGHT WING "LOST LIFT" & STRUCK THE GROUND. LAW ENFORCEMENT PERSONNEL REPORTED THAT THE PLT HAD A SLIGHT ODOR OF ALCOHOL ON HIS PERSON; HOWEVER, THE PLT PASSED A PHYSICAL AGILITY SOBRIETY TEST. HE HAD MADE ONLY ONE NIGHT LANDING WITHIN THE PRECEDING 90 DAYS; THUS, HE DID NOT MEET THE REQUIREMENTS OF FAR 61.57 FOR NIGHT RECENTCY OF EXPERIENCE.

Brief of Accident (Continued)

File No. - 1513

7/17/85

LEESBURG, FL

A/C Reg. No. N3781S

Time (Lc1) - 2245 EDT

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

Finding(s)

1. ELECTRICAL SYSTEM - FAILURE, TOTAL
 2. COMM/NAV EQUIPMENT - INOPERATIVE
 3. LANDING LIGHT - INOPERATIVE
-

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

Finding(s)

4. LIGHT CONDITION - DARK NIGHT
 5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 6. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
 7. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 8. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED -
 9. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
 10. TERRAIN CONDITION - GROUND
 11. 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) 7, 11

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1506 7/20/85 FROSTPROOF,FL A/C Reg. No. N4941G Time (Lc1) - 1345 EDT

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

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

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

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SEBRING,FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WINTER HAVEN,FL	
Wind Dir/Speed- 180/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 3000 FT BROKEN	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2690
SE LAND,ME LAND	Months Since - 10	Last 24 Hrs - 10
	Aircraft Type - UNK/NR	Make/Model- 455
		Instrument- 257
		Multi-Eng - 390
		Last 30 Days- UNK/NR
		Last 90 Days- 285

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PLT (CFI) REPORTED THAT WHILE CRUISING AT 2000 FT, THE ACFT ENG BEGAN LOSING POWER. HE ELECTED TO LAND ON A NARROW HIGHWAY THAT WAS BORDERED BY TREES. HE STATED THAT DURING THE LANDING, THE WIND BLEW THE ACFT OFF THE ASPHALT SURFACE, THE NOSE WHEEL ENCOUNTERED SANDY TERRAIN & THE ACFT NOSED OVER. DURING THE INVESTIGATION, THE ENG WAS REMOVED & PLACED ON AN ENG STAND FOR AN OPERATIONAL CHECK. THE ENG STARTED & RAN TO FULL POWER WITH NO INDICATION OF A FAILURE OR MALFUNCTION. THE CFI REPORTED THAT THE WIND WAS FROM 180 DEG AT 15 KTS. APRX 15 MI NORTHWEST AT BARTOW, FL, THE 1350 WIND WAS FROM 140 DEG AT 4 KTS.

Brief of Accident (Continued)

File No. - 1506

7/20/85

FROSTPROOF, FL

A/C Reg. No. N4941G

Time (Lcl) - 1345 EDT

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

Finding(s)
1. UNDETERMINED

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. WEATHER CONDITION - UNFAVORABLE WIND
5. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
6. TERRAIN CONDITION - SOFT

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1586 7/28/85 DAVISVILLE, FL A/C Reg. No. N1243M Time (Lcl) - 1000 CDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	PENSACOLA, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LITTLE ROCK, AR	
Wind Dir/Speed- 210/006 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - VFR	Runway Surface - GRASS/TURF
Lowest Ceiling - 6000 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 - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 450
SE LAND	Months Since - 0	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT ON LANDING ROLL OUT AT THE AGRICULTURAL AIRSTRIP, THE AIRCRAFT STRUCK A DITCH CAUSING THE NOSE GEAR TO COLLAPSE.

Brief of Accident (Continued)

File No. - 1586

7/28/85

DAVISVILLE, FL

A/C Reg. No. N1243M

Time (Lc1) - 1000 CDT

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

Finding(s)
1. TERRAIN CONDITION - DITCH

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

Finding(s)
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1584

8/04/85

MELBOURNE, FL

A/C Reg. No. N4744C

Time (Lcl) - 1309 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

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

Eng Make/Model - CONTINENTAL IO 520 SERIES
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP
ELT Installed/Activated - YES/YES
Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 020/011 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAVANNAH, GA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - VISUAL

Airport Proximity
ON AIRPORT

Airport Data

MELBOURNE REGIONAL
Runway Ident - 09R
Runway Lth/Wid - 9481/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 56
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - 210

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

Total	- 628	Last 24 Hrs -	6
Make/Model-	174	Last 30 Days-	6
Instrument-	233	Last 90 Days-	28
Multi-Eng -	38		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACT SWERVED LEFT AFTER LANDING AND CRASHED AT DRAINAGE DITCH APPX 50 FT NORTH OF RWY. THE PILOT STATED HE WAS UNABLE TO EFFECT A TIMELY RECOVERY FROM THE LEFT SWERVE AND THAT "A MORE CONSISTENT TRAINING EFFORT COULD SHARPEN MY REACTIONS TO THIS SORT OF UNEXPECTED EVENT."

Brief of Accident (Continued)

File No. - 1584

8/04/85

MELBOURNE, FL

A/C Reg. No. N4744C

Time (Lc1) - 1309 EDT

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

Finding(s)

1. GROUND LOOP/SWERVE - PERFORMED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - 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) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1589 8/05/85 LONGWOOD, FL A/C Reg. No. N1752X Time (Lcl) - 2130 EDT

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

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

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

Make/Model	- CESSNA 210L	Eng Make/Model	- CONTINENTAL IO 520 SERIES	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	JACKSONVILLE, FL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	ORLANDO, FL	
Wind Dir/Speed - 080/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 9000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - HIGH VEGETATION
Obstructions to Vision - NONE	FORCED LANDING	SOFT
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1820
SE LAND, ME LAND	Months Since - 0	Last 24 Hrs - 1
	Aircraft Type - 210	Make/Model - UNK/NR
		Last 30 Days - 20
		Instrument - 198
		Last 90 Days - 270
		Multi-Eng - 800

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS 12 MILES OUT & CLEARED FOR A VISUAL APCH WHEN THE PLT REPORTED TOTAL LOSS OF ENG POWER. EXAMINATION OF THE WRECKAGE DISCLOSED ABOUT FOUR FLUID OUNCES OF FUEL REMAINING IN FUEL TANKS. ENTRY ON MAINTENANCE DISCREPANCY SHEET READ "FUEL GAUGES ARE 100% UNRELIABLE. CHECK TANKS VISUALLY"

Brief of Accident (Continued)

File No. - 1589

8/05/85

LONGWOOD, FL

A/C Reg. No. N1752X

Time (Lcl) - 2130 EDT

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

Finding(s)

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

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE
 5. LIGHT CONDITION - LIGHT CONDITION
 6. OBJECT - UTILITY POLE
-

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

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) 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. - 1590 8/10/85 ST.PETERSBURG,FL A/C Reg. No. N300JS Time (Lcl) - 1154 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - HUGHES 269C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2050
No. of Seats - 2

Eng Make/Model - LYCOMING HIO-360D1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 190 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- 170/003 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TARPON SPRINGS,FL
Destination
ST.PETERSBURG,FL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

ALBERT WHITED
Runway Ident - 24
Runway Lth/Wid - 3322/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 52
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1294
Make/Model- 123
Instrument- 0
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 59

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF THE HELICOPTER WAS EXECUTING A QUICK STOP IN A DOWNWIND CONDITION. AS HE INCREASED COLLECTIVE PITCH CONTROL, THE ROTOR RPM BLEW DOWN. THE PILOT STATED THAT HE INCREASED COLLECTIVE PITCH TO INCREASE RPM AND THE AIRCRAFT CRASHED.

Brief of Accident (Continued)

File No. - 1590

8/10/85

ST.PETERSBURG,FL

A/C Reg. No. N300JS

Time (Lcl) - 1154 EDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. COMPENSATION FOR WIND CONDITIONS - DISREGARDED - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation DESCENT - EMERGENCY

-----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. - 1591 8/12/85 JACKSONVILLE,FL A/C Reg. No. N6522C Time (Lcl) - 0842 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 -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew Pass

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

Make/Model - PIPER PA-32RT-300T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 7

Eng Make/Model - LYCOMING TIO-540 SER
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 - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - IMC
Wind Dir/Speed- 050/004 KTS
Visibility - 2.000 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ATMORE,AL
Destination
JACKSONVILLE,FL

Airport Proximity
ON AIRPORT

Airport Data

JACKSONVILLE INT'L
Runway Ident - 07
Runway Lth/Wid - 8000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - TRAFFIC PATTERN

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

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

Age - 44
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 715
Last 24 Hrs - 12
Make/Model- 8
Last 30 Days- UNK/NR
Instrument- 95
Last 90 Days- 48
Multi-Eng - 37

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT STATED THAT WHILE ENROUTE HE EXPERIENCED AN ELECTRICAL SYSTEM FAILURE. DURING APPROACH TO THE AIRPORT HE COULD NOT GET THE LANDING GEAR TO EXTEND AND HE MADE A GEAR UP LANDING. AS THE AIRCRAFT WAS RAISED AFTER THE ACCIDENT THE LANDING GEAR EXTENDED AND LOCKED. POST CRASH INSPECTION OF THE AIRCRAFT'S ELECTRICAL SYSTEM AND LANDING GEAR SYSTEM REVEALED NO EVIDENCE OF FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 1591

8/12/85

JACKSONVILLE, FL

A/C Reg. No. N6522C

Time (Lc1) - 0842 EDT

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

Finding(s)

1. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
2. GEAR EXTENSION - NOT ATTAINED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1471 2/09/85 ACWORTH,GA A/C Reg. No. N5317Q Time (Lcl) - 1700 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

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

Eng Make/Model - LYCOMING O-235
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- 300/005 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
KENNESAW,GA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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,CFI
SE LAND

Age - 23
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 325
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 CONTACTED POWER LINES AND DESCENDED UNCONTROLLED TO THE TERRAIN DURING THE RECOVERY PHASE OF A SIMULATED FORCED LANDING. THE SIMULATED FORCED LANDING WAS INITIATED BY THE CFI AT AN ALT OF APRX 800 FT AGL OVER THE MEDIAN STRIP OF HWY 75. THE STUDENT SUCCESSFULLY FOLLOWED THROUGH WITH THE SIMULATED FORCED LANDING UNTIL AN ALT OF APRX 150 FT AGL WAS REACHED AT WHICH TIME THE CFI TOOK OVER THE CONTROLS FOR RECOVERY. A FEW SECONDS AFTER APPLYING POWER TO CLIMB, BOTH PLTS SAW HIGH TENSION WIRES IN THE FLT PATH. THE CFI PUSHED THE NOSE OF THE ACFT DOWN IN AN ATTEMPT TO FLY UNDER THE LINES, HOWEVER, THE ACFT CONTACTED THE LINES AND THE ACFT CAME TO REST INVERTED.

Brief of Accident (Continued)

File No. - 1471

2/09/85

ACWORTH, GA

A/C Reg. No. N5317Q

Time (Lcl) - 1700 EST

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. JUDGEMENT - POOR - PILOT IN COMMAND(CFI)
3. VISUAL LOOKOUT - INADEQUATE - DUAL STUDENT
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI)
5. ALTITUDE - INADEQUATE - PILOT IN COMMAND(CFI)
6. CLEARANCE - ATTEMPTED - PILOT IN COMMAND(CFI)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1573 5/02/85 ATLANTA,GA A/C Reg. No. N902BH Time (Lcl) - 0714 EDT

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

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

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

Make/Model - PIPER PA-31	Eng Make/Model - LYCOMING TIO-540	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 310 HP	

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 150/010 KTS</p> <p>Visibility - 2.000 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 400 FT BROKEN</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>ATLANTA,GA</p> <p>Destination</p> <p>SAVANNAH,GA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - UNK/NR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>HARTSFIELD</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,ATP</p> <p>SE LAND,ME LAND</p>	<p>Age - 27</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 2</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 4220</p> <p>Make/Model- 81</p> <p>Instrument- 237</p> <p>Multi-Eng - 875</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 102</p>
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Instrument Rating(s) - NONE

-----Narrative-----

ON MAY 2, 1985, AT 0714 EDT, A PIPER PA-31, N902BH, REGISERED TO PAUL M. FURNEE, WAS STRUCK BY A GROUND VEHICLE WHILE TAXIING FOR TAKE OFF AT HARTSFIELD INTERNATIONAL AIRPORT, ATLANTA, GEORGIA ON AN AIRTAXI CARGO FLIGHT. INSTRUMENT METEOROLOGICAL CONDITIONS PREVAILED AT THE TIME AND AN IFR FLIGHT PLAN WAS FILED.

Brief of Accident (Continued)

File No. - 1573

5/02/85

ATLANTA,GA

A/C Reg. No. N902BH

Time (Lc1) - 0714 EDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)
1. VISUAL LOOKOUT - INADEQUATE - DRIVER OF VEHICLE
2. OBJECT - VEHICLE

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1486 6/02/85 KENNESAW,GA A/C Reg. No. N8704N Time (Lcl) - 2335 EDT

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/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 - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ASHLAND,KY	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	ATLANTA,GA	Runway Ident - N/A
Wind Dir/Speed- 290/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Surface - DIRT
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - VFR	Runway Status - HIGH VEGETATION
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 181
SE LAND	Months Since - 11	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-28	Make/Model- 136
		Instrument- 7
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO TAKEOFF THE PLT AND HIS BROTHER-IN-LAW ADDED 20 GALLONS OF AUTOMOTIVE FUEL TO THE ACFT FUEL TANKS. THE LEVEL OF THE FUEL, ACCORDING TO THE BROTHER-IN-LAW, WAS BELOW THE FILLER NECK TABS. AFTER ABOUT THREE HRS OF FLT THE PLT RADIOED A MAYDAY AND STATED THAT HE WAS OUT OF FUEL. THE ACFT STRUCK TREES LESS THAN TWO MILES FROM MCCOLLUM ARPT. NO FUEL WAS FOUND IN THE ACFT TANKS.

Brief of Accident (Continued)

File No. - 1486

6/02/85

KENNESAW,GA

A/C Reg. No. N8704N

Time (Lc1) - 2335 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. IMPROPER USE OF PROCEDURE,COMPLACENCY - PILOT IN COMMAND
4. FUEL CONSUMPTION CALCULATIONS - POOR - PILOT IN COMMAND
5. REFUELING - MISJUDGED - PILOT IN COMMAND
6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
7. FLIGHT MANUALS - POOR - MANUFACTURER

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

8. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1507 7/04/85 BLAKLEY,GA A/C Reg. No. N8429 Time (Lcl) - 1830 EDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation	-POSITIONING	Fire	Crew	Fatal	0	Injuries	
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	Serious	0
Accident Occurred During	-LANDING				0	Minor	0
						None	1
							0

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

Make/Model	- QUINN / EL TOMCAT MK-5A	Eng Make/Model	- LYCOMING VO-435-A1D	ELT Installed/Activated	- NO	-N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 500	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 1	Rated Power	- 240 HP			

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL			
Wind Dir/Speed	- 190/011 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 7.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 3500 FT SCATTERED	Type of Clearance	- NONE	Runway Surface	- N/A
Lowest Ceiling	- 25000 FT BROKEN	Type Apch/Lndg	- FORCED LANDING	Runway Status	- N/A
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 57	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 20000	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 4	Make/Model - 3650	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - MK-5A	Instrument - UNK/NR	Last 90 Days - 150
		Multi-Eng - UNK/NR	Rotorcraft - 18000

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EN ROUTE TO REPOSITION THE HELICOPTER TO ANOTHER FARM, THE ENG LOST POWER. THE PLT REPORTED THAT DURING AN AUTOROTATION, THE MAIN ROTOR LOST SOME RPM AS HE STRETCHED HIS GLIDE TO AVOID A FENCE. AS THE HELICOPTER TOUCHED DOWN ON UNEVEN TERRAIN, THE MAIN ROTOR BLADES STRUCK THE TAIL BOOM. AN EXAM OF THE ENG REVEALED THAT A CONNECTING ROD HAD FAILED.

Brief of Accident (Continued)

File No. - 1507

7/04/85

BLAKLEY,GA

A/C Reg. No. N8429

Time (Lcl) - 1830 EDT

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

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

Finding(s)

3. OBJECT - FENCE
4. MANEUVER - PERFORMED - PILOT IN COMMAND
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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1515 7/18/85 MOULTRIE,GA A/C Reg. No. N586T Time (Lcl) - 0900 EDT

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

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

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

Make/Model	- BELL 47D1	Eng Make/Model	- LYCOMING VO-435-A1B	ELT Installed/Activated	- UNK/NR
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2200	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	LOCAL			
Wind Dir/Speed	- 070/004 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 7.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING	Runway Status	- N/A
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 29	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - UNK/NR	Total - 2053	Last 24 Hrs - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model - UNK/NR	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHILE HE WAS ON AN AERIAL APPLICATION MISSION, THE HELICOPTER RAN OUT OF FUEL. DURING AN AUTOROTATION, THE MAIN ROTOR SEVERED THE TAIL BOOM.

Brief of Accident (Continued)

File No. - 1515

7/18/85

MOULTRIE,GA

A/C Reg. No. N586T

Time (Lc1) - 0900 EDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)

4. TERRAIN CONDITION - OPEN FIELD

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1587 7/30/85 COLQUITT,GA A/C Reg. No. N3647X Time (Lc1) -- 1330 EDT

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

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

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

Make/Model - ROCKWELL INTERNATIONAL S-2R	Eng Make/Model - P & W R1340 SERIES	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 7000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 240/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2085
SE LAND	Months Since - 3	Make/Model- 1736
HELICOPTER	Aircraft Type - 172	Instrument- 0
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED AND THE PILOT UNINJURED WHEN THE AIRCRAFT FLIPPED UPSIDE DOWN IN A FIELD DURING A FORCED LANDING IN AN OPEN FIELD FOLLOWING ENGINE FAILURE. A POST ACCIDENT EXAMINATION OF THE ENGINE REVEALED THE NUMBER SEVEN CYLINDER FAILED. NO DETERMINATION COULD BE MADE AS TO THE CAUSE OF THE FAILURE.

Brief of Accident (Continued)

File No. - 1587

7/30/85

COLQUITT,GA

A/C Reg. No. N3647X

Time (Lc1) - 1330 EDT

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

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1588

8/01/85

QUITMAN,GA

A/C Reg. No. N31FG

Time (Lcl) - 1240 EDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire
NONE

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

Make/Model - BELL TH-13T

Landing Gear - SKID

Max Gross Wt - 2950

No. of Seats - 3

Eng Make/Model - LYCOMING O-435

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 270 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 230/005 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds -

Lowest Ceiling - 2500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - GRASS/TURF

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - PRECAUTIONARY LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

HELICOPTER

Age - 31

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1950 Last 24 Hrs - 8

Make/Model- 1950 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 125

Rotorcraft - 1950

Instrument Rating(s) - NONE

-----Narrative-----

PILOT STATED THAT AFTER COMPLETING A LEFT TURN AT THE END OF A COTTON FIELD, THE AIRCRAFT YAWED SHARPLY TO THE LEFT AND THE YAW COULD NOT BE CONTROLLED WITH CYCLIC CONTROL. ANOTHER LEFT TURN AT THE OPPOSITE END OF THE FIELD THE AIRCRAFT AGAIN YAWED TO THE LEFT. CONTROL WAS REGAINED AND AS A PRECAUTIONARY LANDING WAS BEING MADE IN THE COTTON FIELD THE MAIN ROTOR BLADES STRUCK THE GROUND CAUSING THE AIRCRAFT TO ROLL ONTO ITS SIDE. POST CRASH INSPECTION OF THE AIRCRAFT'S FLIGHT CONTROL SYSTEM REVEALED NO EVIDENCE TO INDICATE PRECRASH MECHANICAL FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 1588

8/01/85

QUITMAN,GA

A/C Reg. No. N31FG

Time (Lc1) - 1240 EDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1528 9/11/85 DALTON,GA A/C Reg. No. N2906J Time (Lc1) - 1530 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew
Pass

-----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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ROME,GA
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

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

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

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 63

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total	70	Last 24 Hrs - UNK/NR
Make/Model-	70	Last 30 Days- UNK/NR
Instrument-	2	Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

DURING ARRIVAL, THE STUDENT PLT ELECTED TO LAND ON A TAXIWAY SINCE THE RWY WAS CLOSED FOR CONSTRUCTION. HE STATED THAT HE MADE A NORMAL PATTERN, BUT WAS A LITTLE HIGH ON FINAL APCH. HE REPORTED THAT HE FLARED ABOUT 20 FT ABOVE THE TAXIWAY, THEN THE ACFT LANDED HARD. SUBSEQUENTLY, THE ACFT BOUNCED A COUPLE OF TIMES, THE NOSE GEAR COLLAPSED & THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1528

9/11/85

DALTON,GA

A/C Reg. No. N2906J

Time (Lc1) - 1530 EDT

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

Finding(s)
1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. FLARE - IMPROPER - PILOT IN COMMAND

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

Finding(s)
4. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #3 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1599 10/10/85 MARIETTA,GA A/C Reg. No. N9623Q Time (Lcl) - 1405 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
1

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

Make/Model - CESSNA 305A(0-1A)
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-470-11B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 7.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MARIETTEA,GA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MCCOLLUM
Runway Ident - 27
Runway Lth/Wid - 4591/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 37
Biennial Flight Review
Current - UNK/NR
Months Since - 0
Aircraft Type - UNK/NR

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

Total - 3857
Make/Model- 12
Instrument- 467
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 124
Rotorcraft - 3504

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

AIRCRAFT WAS ON TOUCH AND GO LANDING. PILOT ALLOWED AIRCRAFT TO BECOME AIRBORNE PREMATURELY. FLAPS WERE NOT RAISED DURING GO AROUND AND PILOT STATED HE LOST IT. AIRCRAFT VEERED TO LEFT AFTER INITIAL LIFT OFF FOR GO AROUND TOUCHED DOWN REPEATEDLY,WITH SECOND TOUCHDOWN IN GRASS OFF RUNWAY. WHEN AIRCRAFT WOULD NOT FLY PILOT REDUCED THROTTLE TO IDLE AND STEERED AIRCRAFT TO RIGHT. LEFT WING TIP STRUCK TREE YAWING AIRCRAFT 180 DEGREES WHERE IT CAME TO REST. PILOT HAD 12 HOURS IN CONVENTIONAL GEAR AIRCRAFT ALL WITHIN PREVIOUS 60 DAYS. PILOT REPORTED THAT THE WINDSOCK WAS LIMP.

Brief of Accident (Continued)

File No. - 1599

10/10/85

MARIETTA,GA

A/C Reg. No. N9623Q

Time (Lc1) - 1405 EDT

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 2. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
 3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

5. OBJECT - TREE(S)
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1575 10/14/85 ATLANTA,GA A/C Reg. No. N7503Q Time (Lcl) - 1645 EDT

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

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

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

Make/Model - SCHWEIZER HUGHES 269C	Eng Make/Model - LYCOMING IO-360-D1A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2050	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 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	ATLANTA,GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - SIMULATED FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2473
	Months Since - 3	Make/Model- 1903
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 78
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 199
		Rotorcraft - 2473

Instrument Rating(s) - HELICOPTER

-----Narrative-----

DURING A PRACTICE AUTOROTATION THE ACFT EXPERIENCED A HARD LDG WHEN THE PLT FAILED TO ARREST THE SINK RATE PRIOR TO CONTACTING THE GROUND.

Brief of Accident (Continued)

File No. - 1575

10/14/85

ATLANTA,GA

A/C Reg. No. N7503Q

Time (Lcl) - 1645 EDT

Occurrence HARD LANDING
Phase of Operation LANDING

Finding(s)

1. AUTOROTATION - SIMULATED - PILOT IN COMMAND
2. DESCENT - CONTINUED - PILOT IN COMMAND
3. FLARE - DELAYED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1416

2/14/85

HILO, HI

A/C Reg. No. N58395

Time (Lcl) - 1650 HST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -POSITIONING

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Crew
Pass

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

Make/Model - HUGHES 369-D

Landing Gear - HIGH SKID

Max Gross Wt - 3000

No. of Seats - 5

Eng Make/Model - ALLISON 250-C20B

Number Engines - 1

Engine Type - TURBOSHAFT

Rated Power - 4398 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 030/010 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HILO, HI

Destination

KAHULUI, HI

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

HELICOPTER GYROPLANE

Age - 35

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - 369-D

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 9345

Make/Model- 4820

Instrument- 190

Multi-Eng - 100

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 8000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER TAIL BOOM WAS DAMAGED BY THE MAIN ROTOR BLADES DURING A FORCED AUTOROTATIVE LANDING. THE PLT REPORTED THAT SHORTLY AFTER TAKEOFF AT AN ALT OF 4500 FT MSL, THE ENG N2 DROPPED TO 92% AND APRX 15 SECONDS LATER, THE ENG FLAMED OUT. INVESTIGATION REVEALED THE HELICOPTER WAS FUELED WITH AVGAS INSTEAD OF TURBINE FUEL JUST PRIOR TO TAKEOFF. THE ENG OPERATING MANUAL APPROVES OF THIS FUEL SUBSTITUTION IN EMERGENCY SITUATIONS. HOWEVER, IT ADVISED THAT WHEN AVGAS IS USED, THE FUEL BOOST PUMP MUST BE LEFT ON. THE PLT WAS UNABLE TO RECALL WHETHER OR NOT THE PUMP WAS ON.

Brief of Accident (Continued)

File No. - 1416

2/14/85

HILO, HI

A/C Reg. No. N58395

Time (Lc1) - 1650 HST

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

Finding(s)

1. FLUID, FUEL - OTHER
2. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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) 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. - 1455

6/13/85

WAIPAHU, HI

A/C Reg. No. N6573S

Time (Lcl) - 1145 HST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
2
0

Minor
0
0

None
0
0

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

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

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

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

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

Weather Data

Wx Briefing - NWS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 060/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 4500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BARBERS POINT, HI
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
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

Age - 60

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 11713
Make/Model- 1400
Instrument- 2842
Multi-Eng - 5600
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 86
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

APRX 1/2 HR INTO THIS DUAL INSTRUCTIONAL FLT THE ACFT STRUCK UNMARKED HIGH VOLTAGE PWR CABLES, ENTERED AN UNCONTROLLED DESCENT AND STRUCK THE GROUND. ONE OF THE PURPOSES OF THE FLT WAS TO PRACTICE EMERGENCY APCH PROCEDURES. BOTH THE INSTRUCTOR AND THE STUDENT PLT WERE SERIOUSLY INJURED AND DO NOT REMEMBER THE EVENTS IMMEDIATELY BEFORE, DURING OR IMMEDIATELY AFTER THE ACCIDENT. THE ENG OPERATED AT 2400 RPM ON A TEST STAND WITH LITTLE VIBRATION AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1455

6/13/85

WAIPAHU, HI

A/C Reg. No. N6573S

Time (Lc1) - 1145 HST

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. VISUAL LOOKOUT - INATTENTIVE - DUAL STUDENT
 3. VISUAL LOOKOUT - INATTENTIVE - PILOT IN COMMAND(CFI)
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1401

6/07/85

DES MOINES, IA

A/C Reg. No. N3502M

Time (Lcl) - 1405 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	2
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 - PIPER PA-28-181

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2450

No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4M

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 180 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 230/010 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

DES MOINES, IA

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

DES MOINES

Runway Ident - 30

Runway Lth/Wid - 3202/ 100

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 34

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - PA-28RT

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 164

Make/Model- 1

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 9

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A FULL STOP LANDING THE PLT APPLIED BRAKES TO ARREST THE LANDING ROLL AND UPON APPLICATION OF THE BRAKES, THE ACFT VEERED SLOWLY TO THE LEFT WITHOUT SLOWING DOWN. THE CHECK PLT APPLIED HIS BRAKES TO ASSIST THE PLT, BUT WITHOUT ANY EFFECT. THE ACFT CONTINUED OFF THE RUNWAY WHERE IT SUSTAINED SUBSTANTIAL DAMAGE. THE ACFT BRAKING SYSTEM WAS REPLACED 140 FLT HOURS PRIOR TO THIS OCCURRENCE. THE ACFT IS USED EXTENSIVELY FOR STUDENT PLT TRAINING. THE ACFT BRAKE SYSTEM SHOWED EXCESSIVE WEAR ON THE BRAKE LININGS. THE BRAKE LINING PUCKS EXCEEDED THEIR EFFECTIVE LIMIT WHICH ALLOWED HYDRAULIC FLUID BLEED-BY.

Brief of Accident (Continued)

File No. - 1401

6/07/85

DES MOINES, IA

A/C Reg. No. N3502M

Time (Lc1) - 1405 CDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
 2. LANDING GEAR, NORMAL BRAKE SYSTEM - NO PRESSURE
 3. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
 4. FLUID, HYDRAULIC - LEAK
 5. LANDING GEAR, NORMAL BRAKE SYSTEM - WORN
 6. MAINTENANCE, REPLACEMENT - DELAYED - COMPANY MAINTENANCE PSNL
-

Occurrence #2 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) 1,2

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1442 9/06/85 OXFORD,IA A/C Reg. No. N9557K Time (Lcl) - 2015 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - PIPER PA-28-181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4M
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 190/008 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
MANKATO,MN
Destination
IOWA CITY,IA

ATC/Airspace

Type of Flight Plan - VFR
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 - HIGH VEGETATION

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

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

Age - 21
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - C-172

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

Total	- 307	Last 24 Hrs	- 2
Make/Model-	13	Last 30 Days-	UNK/NR
Instrument-	60	Last 90 Days-	64
Multi-Eng	- 6		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENG QUIT ABRUPTLY WHILE THE ACFT WAS CRUISING AT 3,500 FEET. THE ACFT COLLIDED WITH STANDING CORN DURING THE NIGHT FORCED LANDING. AFTER THE ACDT THE FUEL SELECTOR WAS FOUND ON THE LT FUEL TANK, THE LT TANK WAS EMPTY AND THE RT FUEL TANK WAS FULL. THE PLT SAID BOTH TANKS WERE FULL BEFORE TAKEOFF AND THE MIXTURE WAS AT FULL RICH DURING THE ENTIRE 1 HR, 50 MIN FLT.

Brief of Accident (Continued)

File No. - 1442

9/06/85

OXFORD,IA

A/C Reg. No. N9557K

Time (Lcl) - 2015 CDT

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

Finding(s)

1. FLUID,FUEL - STARVATION
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
4. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. LIGHT CONDITION - DARK NIGHT

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

Finding(s)

6. TERRAIN CONDITION - CROP

----Probable Cause----

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

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. - 1456	9/15/85	WHAT CHEER,IA	A/C Reg. No. N8262U	Time (Lcl) - 1940 CDT
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----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	1	0	0
Accident Occurred During -LANDING		Pass 0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	DES MOINES,IA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	IOWA CITY,IA	Runway Ident - N/A
Wind Dir/Speed- 140/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Surface - DIRT
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	SOFT
Obstructions to Vision- HAZE	PRECAUTIONARY LANDING	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

----Personnel Information----

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 157
SE LAND	Months Since - 1	Last 24 Hrs - 3
	Aircraft Type - PA-28	Make/Model- 127
		Instrument- 4
		Last 30 Days- UNK/NR
		Last 90 Days- 7
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE ACFT WAS OBSERVED FLYING THROUGH THE TOP OF A TREE, THEN THROUGH A FOUR STRAND HIGH VOLTAGE PWR LINE. FINAL IMPACT WAS RELATIVELY FLAT IN A SOY-BEAN FIELD. THE PLT LATER STATED THAT HE HAD BECOME DISORIENTED IN FLT AND HALLUCINATED THAT HE WAS IN A PIPER J-3 ACFT INSTEAD OF A PIPER ARCHER. HE SAID HE MUST HAVE LOST CONTROL AS HE REMEMBERED NOTHING MORE UNTIL HE FELT THE ACFT CRASHING. THE ACFT WAS OBSERVED BY WITNESSES FLYING THRU THE TOPS OF SOME SMALL TREES AND CONTINUING ON THRU A SMALL PWR LINE BEFORE MAKING A "PAN-CAKE" LANDING IN AN OPEN SOYBEAN FLD WHERE IT SLID ON IT'S BELLY FOR 120 FT BEFORE STOPPING. THE ACFT WAS RELATIVELY INTACT AND THE ENG RAN WHEN TESTED AFTER THE ACCIDENT. THE BATTERY HAD COME LOOSE FROM IT'S MOUNTING BOX IN THE BAGGAGE COMPARTMENT AND ENDED UP IN THE RIGHT FRONT COCKPIT ON THE FLOOR. THE PLT WAS FOUND WALKING OUTSIDE THE ACFT AFTER THE ACCIDENT. HE HAD A SPRAINED ANKLE AND LACERATIONS ON HIS HEAD. THE PLT ALSO HAD A HISTORY OF MEDICAL PROBLEMS.

Brief of Accident (Continued)

File No. - 1456

9/15/85

WHAT CHEER,IA

A/C Reg. No. N8262U

Time (Lcl) - 1940 CDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation CRUISE

Finding(s)

1. LIGHT CONDITION - NIGHT
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. WEATHER CONDITION - HAZE
4. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,PHYSIOLOGICAL CONDITION - PILOT IN COMMAND
6. JUDGEMENT - CONFLICTING - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,PHYSICAL IMPAIRMENT - PILOT IN COMMAND
8. INCAPACITATION - PILOT IN COMMAND

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

Finding(s)

9. DESCENT - PREMATURE - PILOT IN COMMAND

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

Finding(s)

10. TERRAIN CONDITION - CROP
11. TERRAIN CONDITION - OPEN FIELD

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,7,8,9

Factor(s) relating to this accident is/are finding(s) 1,2,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1542

9/20/85

KALONA, IA

A/C Reg. No. N78227

Time (Lcl) - 0812 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - 7.0 SM
Lowest Sky/Clouds - 600 FT SCATTERED
Lowest Ceiling - 2000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - RAIN SHOWERS
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
WASHINGTON, IA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 27
Biennial Flight Review
Current - YES
Months Since - 0
Aircraft Type - PA-44

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1419
Make/Model- 102
Instrument- 150
Multi-Eng - 16
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 127

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT ON THE INITIAL INDICATION OF RAIN, HE ELECTED TO TAKEOFF FROM THE HARVESTED SOYBEAN FIELD BEFORE IT BECAME MUDDY. THE FIELD WAS SOFT & WAS ABOUT 2100 FT LONG. BEFORE THE ACNT, THE WIND WAS FROM THE SOUTH, SO THE PLT BEGAN HIS TAKEOFF IN THAT DIRECTION. AFTER LIFT-OFF, HE BECAME CONCERNED ABOUT TREES AHEAD & BEGAN A SHALLOW TURN. THE ACFT BEGAN SETTLING DURING THE TURN & SUBSEQUENTLY COLLIDED WITH THE GROUND. AFTER THE ACNT, THE WIND WAS NOTED TO HAVE CHANGED & WAS BLOWING FROM THE NORTH.

Brief of Accident (Continued)

File No. - 1542

9/20/85

KALONA, IA

A/C Reg. No. N78227

Time (Lcl) - 0812 CDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. TERRAIN CONDITION - SOFT
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. WEATHER CONDITION - RAIN
6. WEATHER CONDITION - UNFAVORABLE WIND
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) 1,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1420 7/05/85 MCCALL, ID A/C Reg. No. N5829P Time (Lcl) - 0830 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
3

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

Make/Model - PIPER PA-24-250
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-A1A5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 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- 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
YELLOW PINE, ID
Destination
MCCALL, ID

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 - 32
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 806
Make/Model- 65
Instrument- UNK/NR
Multi-Eng - 134
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 34
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DAMAGED DURING A FORCED LANDING IN A FLD FOLLOWING FUEL EXHAUSTION. THE PLT REPORTED HE DEPARTED YELLOW PINE, ID, WITH THE FUEL GAGES INDICATING 1/2. UPON REACHING AN ALT OF 10,000 FT, THE ENG QUIT DUE TO FUEL EXHAUSTION. THE RIGHT FUEL TANK WAS THEN SELECTED AND THE ENG WAS RESTARTED. A LANDING WAS MADE AT CASCADE, ID, TO OBTAIN FUEL, HOWEVER, FUEL WAS NOT AVAILABLE AT THE ARPT. TAKEOFF FROM CASCADE WAS MADE WITH THE FUEL GAGE INDICATING 1/4 FULL. AT AN ALT OF 6,500 FT, 3 MILES FROM MCCALL ARPT, THE ENG QUIT ONCE AGAIN DUE TO FUEL EXHAUSTION AND THE FORCED LANDING RESULTED.

Brief of Accident (Continued)

File No. - 1420

7/05/85

MCCALL, ID

A/C Reg. No. N5829P

Time (Lc1) - 0830 MDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. AIRCRAFT PREFLIGHT - 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 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1419 7/13/85 AMERICAN FALLS, ID A/C Reg. No. N25678 Time (Lcl) - 1345 MDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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 - 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 - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 180/005 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BLACKFOOT, ID
Destination
TWIN FALLS, ID

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 18
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 - 37 Last 24 Hrs - 3
Make/Model- 3 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT SOLO X-COUNTRY FLT DEPARTED OGDEN, UT, AT APRX 1130 MDT AND MADE A TOUCH & GO AT BLACK FOOT, ID, AT APRX 135 MDT. THE PLT STATED THE LANDING WAS A LITTLE ROUGH AND DUE TO THE DISTRACTION, HE FORGOT TO SWITCH FUEL TANKS. FUEL EXHAUSTION OCCURRED AT 1345 MDT AND A FORCED LANDING WAS MADE IN A POTATOE FLD WHERE THE ACFT NOSED OVER. THE PLT STATED A PRINTED EMERGENCY CHECKLIST WAS NOT AVAILABLE AND HE WAS NOT INSTRUCTED TO MEMORIZE A CHECKLIST FOR ENG FAILURE PROCEDURES WHICH INCLUDES SWITCHING FUEL TANKS.

Brief of Accident (Continued)

File No. - 1419

7/13/85

AMERICAN FALLS, ID

A/C Reg. No. N25678

Time (Lc1) - 1345 MDT

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

Finding(s)

1. FLUID, FUEL - STARVATION
2. IMPROPER USE OF PROCEDURE, IMPROPER TRAINING - PILOT IN COMMAND(CFI)
3. FUEL TANK SELECTOR POSITION - NOT FOLLOWED - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - NOT UNDERSTOOD - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1489 6/28/85 MUNDELEIN, IL A/C Reg. No. N44340 Time (Lcl) - 1030 CDT

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

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

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

Make/Model - TAYLORCRAFT BC12-D1	Eng Make/Model - CONTINENTAL A65-8F	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 120/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 72	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 3850
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED TERRAIN IN A NEAR VERTICAL ATTITUDE APRX 1/4 MILE EAST OF THE PLT'S PRIVATE AIRSTRIIP. THERE WERE NO WITNESSES TO THE ACCIDENT, HOWEVER, THE ACFT WAS OBSERVED FLYING AT LOW ALTITUDES PRIOR TO THE ACCIDENT. AN AUTOPSY REPORT ON THE PASSENGER DISCLOSED SEVERE CORONARY ARTERY DISEASE AND A RECENT HEMORRHAGE INTO A PLAQUE AT THE ORIGIN OF THE LEFT CIRCUMFLEX ARTERY.

Brief of Accident (Continued)

File No. - 1489

6/28/85

MUNDELEIN,IL

A/C Reg. No. N44340

Time (Lc1) - 1030 CDT

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

Finding(s)

1. CONTROL INTERFERENCE - INADVERTENT - PASSENGER
 2. PHYSICAL IMPAIRMENT(HEART ATTACK) - OTHER PERSONNEL
-

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

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. - 1436 7/05/85 MT. CARMEL, IL

A/C Reg. No. N9909P

Time (Lcl) - 1630 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	0
Pass	0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -TAKEOFF

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

Make/Model - PIPER PA-36-285
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3800
No. of Seats - 1

Eng Make/Model - CONTINENTAL TIARA 6-285
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 285 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- 300/010 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
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 34
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

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

Total	- 3900	Last 24 Hrs	- 5
Make/Model	- 800	Last 30 Days	- UNK/NR
Instrument	- 150	Last 90 Days	- 150
Multi-Eng	- 1450	Rotorcraft	- 300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HIS ACFT WAS LOADED WITH DRY FERTILIZER. FOLLOWING TAKEOFF FROM THE SOD STRIP HE FAILED TO CLEAR A DIRT BANK AT THE SOUTH END OF THE AIRSTRIP. AFTER STRIKING THE DIRT BANK HE IMPACTED IN A CORNFIELD NOSE DOWN. FOLLOWING THE ACCIDENT THE PLT STATED TO AN FAA OPERATIONS INSPECTOR THAT HE WAS OVERGROSSED FOR THE FLD CONDITIONS OF THAT DAY. THE PLT'S ESTIMATE OF THE AIR TEMPERATURE AT THE TIME OF THE ACCIDENT WAS 93 DEGS F.

Brief of Accident (Continued)

File No. - 1436

7/05/85

MT. CARMEL, IL

A/C Reg. No. N9909P

Time (Lc1) - 1630 CDT

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

Finding(s)

1. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - EXCEEDED
 2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 3. WEATHER CONDITION - TEMPERATURE EXTREMES
 4. AIRCRAFT WEIGHT AND BALANCE - MISJUDGED - PILOT IN COMMAND
 5. TERRAIN CONDITION - DIRT BANK
 6. JUDGEMENT - POOR - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1474 7/16/85 SCHAUMBURG,IL A/C Reg. No. N4349K Time (Lcl) - 2000 CDT

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

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

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

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SCHAUMBURG
Wind Dir/Speed- 090/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 72
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 66
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED A DITCH DURING A FORCED LANDING FOLLOWING A LOSS OF PWR SHORTLY AFTER TAKEOFF. THE PLT REPORTED THAT AT AN ALT OF APRX 200 FT AGL, DURING THE TAKEOFF CLIMB, A TOTAL LOSS OF PWR OCCURRED. A LEFT TURN WAS MADE IN AN ATTEMPT TO AVOID BUILDINGS AND THE LANDING WAS MADE IN A FLD ADJACENT TO THE RWY. POST ACCIDENT INSPECTION REVEALED THE FUEL SELECTOR WAS POSITIONED BTW THE LEFT TANK AND OFF POSITIONS. THE FUEL DETENT WAS DEPRESSED AND CARPET FIBERS WERE FOUND IN THE DETENT. THE ENG WAS TEST RUN AND WHEN THE FUEL SELECTOR WAS PLACED BTW THE LEFT TANK AND OFF POSITIONS, THE ENG WOULD QUIT WITHIN 3 MINUTES.

Brief of Accident (Continued)

File No. - 1474

7/16/85

SCHAUMBURG,IL

A/C Reg. No. N4349K

Time (Lc1) - 2000 CDT

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

Finding(s)

1. FLUID,FUEL - STARVATION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FUEL SYSTEM,SELECTOR VALVE - FAILURE,PARTIAL
4. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
5. FUEL SUPPLY - REDUCED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1448 7/22/85 LINCOLN, IL A/C Reg. No. N4460U Time (Lc1) - 1910 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	1
Accident Occurred During - LANDING					

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LOGAN COUNTY
Wind Dir/Speed- 030/011 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 189
SE LAND	Months Since - 2	Make/Model- 187
	Aircraft Type - C-150	Instrument- 8
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 52

Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE PLT ADDED PWR ON FINAL APCH, THE ENG DID NOT RESPOND. AN EMERGENCY LANDING WAS MADE IN A ROUGH FLD. THE RELATIVE HUMIDITY WAS APRX 60%. NO MECHANICAL FAILURES/MALFUNCTIONS WERE DISCOVERED DURING AN ENG EXAMINATION.

Brief of Accident (Continued)

File No. - 1448

7/22/85

LINCOLN,IL

A/C Reg. No. N4460U

Time (Lc1) - 1910 CDT

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

Finding(s)
1. UNDETERMINED
2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1537 7/27/85 ROCKFORD,IL A/C Reg. No. N67455 Time (Lcl) - 1500 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

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

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

Eng Make/Model - LYCOMING O-235-N2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 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- 040/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GALESBURG,IL
Destination
JANESVILLE,WI

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

GREATER ROCKFORD
Runway Ident - 18
Runway Lth/Wid - 8199/ 150
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-WAIVERS/LIMIT
Flight Time (Hours)

Total - 26
Make/Model- 26
Instrument- 1
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT ORIGINALLY PLANNED A X-COUNTRY FLT FROM JANESVILLE, WI, TO CHAMPAIGN, IL, TO GALESBURG, IL & BACK TO JANESVILLE. THE TOTAL ROUTE OF FLT WAS APRX 390 MI. THE PLT HAD CALCULATED THAT HE NEEDED 3-3/4 HRS OF FUEL. AT CHAMPAIGN, HE PURCHASED AN ADDITIONAL 5 GAL OF FUEL. HOWEVER, ABOUT 26 MI SHORT OF HIS DESTINATION, THE ENG BEGAN LOSING POWER & QUIT RUNNING DUE TO FUEL EXHAUSTION. THE PLT TRIED TO REACH A NEARBY ARPT, BUT WAS UNABLE. DURING A FORCED LANDING, THE RIGHT WING TIP HIT A TREE WHICH RESULTED IN SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1537

7/27/85

ROCKFORD,IL

A/C Reg. No. N67455

Time (Lcl) - 1500 CDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1487 5/25/85 INDIANAPOLIS,IN A/C Reg. No. N5219A Time (Lcl) - 1100 EST

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

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

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

Make/Model	- HUGHES 369E	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- NO	-N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 3550	Engine Type	- TURBOSHAFT			
No. of Seats	- 5	Rated Power	- 420 HP			

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	INDIANAPOLIS,IN			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	INDIANAPOLIS,IN		Runway Ident	- N/A
Wind Dir/Speed	- 210/009 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	- TRAFFIC PATTERN		
Obstructions to Vision	- NONE		FULL STOP		
Precipitation	- NONE		FORCED LANDING		
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 42	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 2325	Last 24 Hrs - 3
SE LAND	Months Since - 14	Make/Model- 980	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - 500E	Instrument- 158	Last 90 Days- UNK/NR
			Rotorcraft - 2156

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

AS THE HELICOPTER WAS ON DOWNWIND FOR THE HELIPORT, THE PLT EXPERIENCED AN PWR INTERRUPTION AND EVENTUALLY A ENG FAILURE. HE WAS ATTEMPTING AN AUTOROTATION TO RAILROAD TRACKS WHEN HE SAW WIRES. HE MANAGED TO MISS THE WIRES BUT BY DOING SO HE EXPENDED THE ROTOR RPM AND CRASHED ONTO THE RAILROAD TRACKS AND THE HELICOPTER ROLLED OVER. INSPECTION REVEALED THE BYPASS HOSE FROM THE ENG FUEL PUMP FILTER TO THE FUEL FILTER PRESSURE SWITCH WAS TWISTED. THE FITTING ON THE FUEL FILTER WAS FOUND LOOSE AND COULD BE TURNED WITH FINGER PRESSURE.

Brief of Accident (Continued)

File No. - 1487

5/25/85

INDIANAPOLIS,IN

A/C Reg. No. N5219A

Time (Lc1) - 1100 EST

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

Finding(s)

1. FUEL SUPPLY - REDUCED - COMPANY MAINTENANCE PSNL
2. MAINTENANCE,SERVICE OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
3. MAINTENANCE,INSPECTION OF AIRCRAFT - POOR - COMPANY MAINTENANCE PSNL
4. MAINTENANCE,REPLACEMENT - IMPROPER - COMPANY MAINTENANCE PSNL
5. MAINTENANCE,INSTALLATION - IMPROPER - COMPANY MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
7. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND
8. OBJECT - WIRE,TRANSMISSION

Occurrence #3 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) 1,4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1447 7/28/85 HOBART, IN A/C Reg. No. N1CK Time (Lcl) - 0900 CDT

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

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

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

Make/Model - BEECH C33-A	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1775	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	LUDINGTON, MI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LANSING, IL	Runway Ident - N/A
Wind Dir/Speed- 225/010 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 - 40	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3250
SE LAND	Months Since - 15	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 2850
		Instrument- 380
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENG LOST COMPLETE PWR DURING CRUISE. THE PLT LANDED ON A ROAD AND THE ACFT COLLIDED WITH A PILE OF GRAVEL. FUEL WAS FOUND IN BOTH TANKS, HOWEVER, THE BLADDER FUEL TANKS WERE FOUND PARTIALLY COLLAPSED. THE FUEL CAP "O" RINGS WERE TO BE REPLACED BUT WERE NOT AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1447

7/28/85

HOBART, IN

A/C Reg. No. N1CK

Time (Lcl) - 0900 CDT

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

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL SYSTEM, TANK - BUCKLED
 3. FUEL SYSTEM, LINE - BLOCKED(TOTAL)
 4. FUEL SYSTEM, CAP - WORN
 5. MAINTENANCE, INSTALLATION - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1445

8/31/85

WABASH, IN

A/C Reg. No. N66550

Time (Lcl) - 1845 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire
NONE

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

Make/Model - CESSNA 150M

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- 160/004 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

STURGIS, MI

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 - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 30

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 - 48 Last 24 Hrs - 4

Make/Model- 48 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 38

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON A PLANNED 3 LEG X-COUNTRY. ON THE SECOND LEG, HE BECAME ILL AND WAS LOST FOR ABOUT ONE HOUR. HE DID NOT REFUEL AS HE THOUGH ENOUGH FUEL REMAINED TO RETURN TO WABASH. THE ENG STOPPED ABOUT 7 MILES FROM WABASH. THE ACFT NOSED DOWN IN A FLD AT ABOUT A 45 DEG ANGLE FROM AN ALT OF APRX 100 FT AGL DURING THE FORCED LANDING. NO FUEL WAS FOUND IN EITHER FUEL TANK AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1445

8/31/85

WABASH, IN

A/C Reg. No. N66550

Time (Lc1) - 1845 EST

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. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. FUEL SUPPLY - NOT PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 6. STALL
-

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

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) 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. - 1433

9/12/85

OLATHE,KS

A/C Reg. No. N5269Q

Time (Lcl) - 1831 CDT

-----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 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 110 HP

ELT Installed/Activated - YES-UNK/NR

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 100/009 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - 20000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

JOHNSON COUNTY EXECUTIVE

Runway Ident - 17

Runway Lth/Wid - 4099/ 75

Runway Surface - ASPHALT

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 - 24

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 56 Last 24 Hrs - UNK/NR

Make/Model- 33 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT LOST DIRECTIONAL CONTROL OF THE ACFT WHILE PRACTICING TOUCH & GO LANDINGS. WINDS IN THE LOCAL AREA WERE REPORTED BY FSS AS BEING FROM 110 DEGS AT 12 KTS, GUSTING TO 17 KTS. THE PLT LOST CONTROL OF THE ACFT DURING A LANDING ROLL, RAN OFF THE SIDE OF THE RWY, COLLAPSED THE NOSE GEAR AND THE ACFT FLIPPED TO THE INVERTED POSITION.

Brief of Accident (Continued)

File No. - 1433

9/12/85

OLATHE,KS

A/C Reg. No. N5269Q

Time (Lc1) - 1831 CDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - SOFT
6. 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) 4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1579 10/11/85 SALINA,KS A/C Reg. No. N9758K Time (Lcl) - 0905 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - PIPER PA-24
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4M
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 070/004 KTS
Visibility - 1.500 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 400 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - DRIZZLE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SALINA,KS

Destination
NORTHPLATTE,NE

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)
COMMERCIAL,CFI
SE LAND

Age - 51

Biennial Flight Review
Current - YES

Months Since - 1

Aircraft Type - 28-181

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1020

Make/Model- 1005

Instrument- 54

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER DEPARTING THE AIRPORT UNDER VERY POOR IFR WEATHER CONDITIONS, THE PLT RPT AUTOPILOT PROBLEMS OF AN UNSPECIFIED NATURE. THIS WAS FOLLOWED BY REPORTS OF INSTRUMENT TROUBLES. RADAR CONTROLLERS GAVE THE PLT A NO-GYRO TURN TO THE LEFT. AFTER THE INSTRUCTIONS WERE ISSUED THE ACFT DISAPPEARED OFF RADAR. INSPECTION OF THE ACFT DID NOT REVEAL ANY MALFUNCTION OF CONTROLS. THE SEPARATED WING DID NOT EXHIBIT ANY PRE-EXISTANT CRACKS AND WAS FOUND LYING INVERTED IN THE FIELD 50 FEET FROM THE MAIN WRECKAGE. WITNESSES HEARD THE ACFT FLY OVERHEAD AT A VERY LOW ALTITUDE AND THE SOUND OF THE ENGINE RUNNING AT FULL POWER. THEY ALSO HEARD THE ACFT HIT THE GROUND JUST A VERY SHORT TIME AFTER THE ACFT FLEW OVERHEAD. NO MECHANICAL DIFFICULTY WAS FOUND TO ACCOUNT FOR THE LOSS OF CONTROL. VACUUM SYSTEM EXAMINATION DID NOT REVEAL ANY PRIOR FAILURE.

Brief of Accident (Continued)

File No. - 1579

10/11/85

SALINA,KS

A/C Reg. No. N9758K

Time (Lc1) - 0905 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND

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

Finding(s)

6. WING, WING ATTACHMENT FITTING - OVERLOAD

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

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) 1,2

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1410 2/02/85 SHREVEPORT, LA A/C Reg. No. N20QN Time (Lcl) - 1540 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - SWEARINGEN SA-226T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 10062
No. of Seats - 8

Eng Make/Model - AIRESEARCH PTE331-3U-303 ELT Installed/Activated - YES-UNK/NR
Number Engines - 2 Stall Warning System - UNK/NR
Engine Type - TURBOPROP
Rated Power - 840 HP

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 350/006 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 2300 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHATTANOOGA, TN
Destination
ED DORADO, AR

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data

SHREVEPORT REGIONAL
Runway Ident - 05
Runway Lth/Wid - 4821/ 150
Runway Surface - CONCRETE
Runway Status - SNOW - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP, CFI
SE LAND, ME LAND

Age - 62

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 18300	Last 24 Hrs	- UNK/NR
Make/Model-	200	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 LANDED ON RWY 05 WHICH WAS ICY AND COVERED WITH A BLANKET OF FRESH SNOW. HE STATED THE WIND WAS FROM 360 DEGS AT 10 KTS. HE HAD BEEN INFORMED OF POOR BRAKING CONDITIONS ON THE RWY. THE PLT USED MAIN WHEEL BRAKES AND REVERSE THRUST. THE ACFT DRIFTED OFF THE RIGHT SIDE OF THE RWY, WHEN THE THROTTLES WERE NEUTRALIZED, INTO THE SOFT SOD SURFACE WHERE THE NOSE GEAR COLLAPSED AND THE NOSE SECTION IMPACTED THE GROUND. THE PLT STATED SNOW COVERED A LAYER OF ICE ON THE RWY.

Brief of Accident (Continued)

File No. - 1410

2/02/85

SHREVEPORT, LA

A/C Reg. No. N20QN

Time (Lc1) - 1540 CST

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

Finding(s)

1. TERRAIN CONDITION - ICY
2. TERRAIN CONDITION - SNOW COVERED
3. WEATHER CONDITION - CROSSWIND
4. WEATHER CONDITION - UNFAVORABLE WIND
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - SOFT

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

Finding(s)

7. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED -
8. LANDING GEAR, NOSE GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1582 3/02/85 DEQUINCY, LA A/C Reg. No. N5752G Time (Lcl) - 1715 CST

-----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	1	0
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

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

Make/Model - CESSNA A188B	Eng Make/Model - CONTINENTAL UNKNOWN	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 200/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - UNK/NR
SE LAND	Months Since - 9	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

EN ROUTE BACK TO A PRIVATE AIR STRIP, ACCORDING TO THE PLT, THE ENGINE FAILED. THE ENGINE RE-STARTED AND RAN FOR 2 TO 3 SECONDS BEFORE STOPPING. THE AERIAL APPLICATION ACFT FLEW A FORCED LDG INTO PINE TREES COMING TO A STOP SUSPENDED ABOVE THE GROUND. RECOVERY OF THE WRECKAGE WAS DELAYED FOR SEVERAL WEEKS DURING WHICH TIME VARIOUS ENGINE COMPONENTS AND THE DATA PLATE WERE STOLEN.

Brief of Accident (Continued)

File No. - 1582

3/02/85

DEQUINCY, LA

A/C Reg. No. N5752G

Time (Lc1) - 1715 CST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED
2. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. OBJECT - TREE(S)

----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. - 1467 6/02/85 NEWBURY, MA A/C Reg. No. N291CC Time (Lcl) - 1430 EDT

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

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

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

Make/Model - PIPER PA-28RT-201	Eng Make/Model - LYCOMING IO-360-C1C6	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	BAR HARBOR, ME	PLUM ISLAND
Wind Dir/Speed- 260/010 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2520/ 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 - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3850
SE LAND, ME LAND, SE SEA	Months Since - 6	Make/Model- 154
	Aircraft Type - UNK/NR	Instrument- 767
		Multi-Eng - 1283
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO A PASSENGER, AFTER A LONG GROUND ROLL, THE ACFT LIFTED OFF AND THE PLT ATTEMPTED TO INCREASE AIRSPEED BY LOWERING THE PITCH ATTITUDE. AS THE ACFT APPROACHED THE END OF THE RWY AND TREES, THE STALL WARNING HORN SOUNDED. THE PLT AGAIN ATTEMPTED TO LEVEL OFF AND INCREASE AIRSPEED. THE ACFT BANKED TO THE RIGHT AND COLLIDED WITH TREES AS THE PLT ATTEMPTED TO LAND ON AN INTERSECTING RWY. A WITNESS ON THE APRT STATED THAT THE ACFT LIFTED OFF; HOWEVER, IT DID NOT APPEAR READY TO FLY AND VISUALLY MUSHED INTO THE AIR. THE ACFT BANKED TO THE RIGHT, CONTACTED SOME TREES AND TUMBLED TO THE GROUND. ONE WITNESS, AN AIR TRAFFIC CONTROLLER, STATED THE WINDS SHIFTED FROM OUT OF THE EAST JUST PRIOR TO THE TAKEOFF AND THE TAKEOFF WAS ATTEMPTED WITH A TAILWIND.

Brief of Accident (Continued)

File No. - 1467

6/02/85

NEWBURY,MA

A/C Reg. No. N291CC

Time (Lcl) - 1430 EDT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
3. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. CLIMB - NOT POSSIBLE - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1443 3/03/85 FREDERICK, MD A/C Reg. No. N6388A Time (Lcl) - 2117 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

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

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

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

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 15.0 SM

Lowest Sky/Clouds - THIN BKN

Lowest Ceiling - 12000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point

OAKLAND, MD

Destination

GAITHERSBURG, MD

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 - 42

Biennial Flight Review

Current - NO

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 678

Make/Model- 39

Instrument- 17

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

DURING CRUISE FLT AT 7500 FT THE RPM STARTED TO DECREASE UNTIL THE PLT STATED THAT "IT WAS JUST LIKE YOU RAN OUT OF GAS." THE ACFT COLLIDED WITH A WOODEN PWRLINE POLE DURING THE NIGHT FORCED LNDG AND CAME TO REST INVERTED. INVESTIGATION REVEALED ABOUT 20 GALLONS OF RED AVGAS IN THE RT TANK AND 1 GALLON IN THE LEFT TANK. APRX 3 OZS OF LIQUID WERE DRAINED FROM THE CARB WHICH ANALYSIS CONCLUDED THE MAJORITY OF IT TO BE WATER. MAINTENANCE RECORDS REVEALED THAT WING TANK SUMP DRAINS HAD BEEN INSTALLED IN MAY OF 1983 AND AND THE AD DEALING WITH WATER CONTAMINATION OF THE FUEL SYSTEM CAUSED BY WRINKLES/FOLDS IN THE TANK BLADDERS HAD BEEN SIGNED OFF IN SEPTEMBER 1984. THE MECHANIC THAT PERFORMED THE WORK WAS CONTACTED AND STATED HE FOUND NO WRINKLES THAT WOULD JUSTIFY INSTALLATION OF THE CESSNA DRAIN KIT DESCRIBED IN SERVICE LETTER SE84-9. EXAMINATION OF THE BLADDER TANKS REVEALED WRINKLES/FOLDS IN THE VICINITY OF BOTH OUTLETS FEEDING FUEL TO THE ENG.

Brief of Accident (Continued)

File No. - 1443

3/03/85

FREDERICK, MD

A/C Reg. No. N6388A

Time (Lc1) - 2117 EST

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

Finding(s)

1. FUEL SYSTEM, TANK - DISTORTED
2. PREFLIGHT PLANNING/PREPARATION - PERFORMED - PILOT IN COMMAND
3. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN(STANDARD/REQUIREMENT), AIRCRAFT COMPONENT - MANUFACTURER
4. FLUID, FUEL - CONTAMINATION
5. FLUID, FUEL - WATER

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. LIGHT CONDITION - NIGHT

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

Finding(s)

7. OBJECT - UTILITY POLE

Occurrence #4 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

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) 1,3,4,5,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1524 5/24/85 PINEY POINT, MD A/C Reg. No. N1803Q Time (Lcl) - 0740 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-BUSINESS				
Flight Conducted Under	-14 CFR 91	Crew	0	0	1
Accident Occurred During	-LANDING	Pass	0	0	0

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

Make/Model - CESSNA U206F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELETYPE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 045/012 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 1000 FT
Lowest Ceiling - 1000 FT BROKEN
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SPRINGFIELD, OH
Destination
PATUXENT RIVER, MD

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PATUXENT RIVER NAS
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, FLT ENG
SE LAND, ME LAND, SE SEA
GLIDER

Age - 47
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4678	Last 24 Hrs	- 3
Make/Model	- 251	Last 30 Days	- 16
Instrument	- 590	Last 90 Days	- 56
Multi-Eng	- 1543	Rotorcraft	- 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE DESCENDING IN IFR CONDITIONS NEAR THE DESTINATION, THE ENG LOST POWER AT AN ALT OF ABOUT 3800 TO 4000 FT. THE PLT REQUESTED VECTORS TOWARD LAND & THE NEAREST ARPT; HOWEVER, WHEN IT BROKE OUT OF THE CLOUDS AT ABOUT 1000 FT AGL, THE ACFT WAS STILL OVER WATER. UNABLE TO REACH LAND, THE PLT DITCHED THE ACFT IN THE MOUTH OF THE POTOMAC RIVER ABOUT 3/4 MI FROM SHORE. AN EXAM OF THE ENG, REVEALED HOLES IN EACH SIDE OF THE TOP PORTION OF THE CRANKCASE BETWEEN THE #1 & #2 CYLINDERS. A TEAR DOWN OF THE ENG REVEALED THE #2 CONNECTING ROD HAD FAILED. THERE WAS EVIDENCE OF A LACK OF LUBRICATION. THE CONNECTING ROD BEARINGS HAD EVIDENCE OF EXTREME WEAR & HEAT, & THE RESPECTIVE CRANKSHAFT JOURNALS SHOWED SIGNS OF HEAT & WEAR. ALSO, THE OIL PUMP CAVITY & WALLS WERE SCRATCHED & GALLED.

Brief of Accident (Continued)

File No. - 1524

5/24/85

PINEY POINT, MD

A/C Reg. No. N1803Q

Time (Lcl) - 0740 EDT

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

Finding(s)

1. FLUID, OIL - STARVATION
2. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. WEATHER CONDITION - LOW CEILING
4. TERRAIN CONDITION - WATER, ROUGH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1426 6/12/85 OLD TOWN, ME A/C Reg. No. N82126 Time (Lcl) - 1435 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - PIPER PA-18-150
Landing Gear - FLOAT
Max Gross Wt - 1760
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-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- 040/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 4500 FT
Lowest Ceiling - 4500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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 - WATER
Runway Status - WATER-CALM

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI
SE LAND,ME LAND,SE SEA,ME SEA

Age - 46

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2108	Last 24 Hrs	- 6
Make/Model	- 15	Last 30 Days	- UNK/NR
Instrument	- 178	Last 90 Days	- 252
Multi-Eng	- 157		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A PWR OFF LANDING, THE INSTRUCTOR NOTICED THAT THE AIRSPEED WAS LOW. THE INSTRUCTOR APPLIED FULL PWR; HOWEVER, THE ACFT STALLED AND THE PLT WAS UNABLE TO RECOVER THE ACFT PRIOR TO COMING IN CONTACT WITH THE WATER.

Brief of Accident (Continued)

File No. - 1426

6/12/85

OLD TOWN, ME

A/C Reg. No. N82126

Time (Lcl) - 1435 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - WATER, GLASSY
 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - DUAL STUDENT
 3. AIRSPEED - IMPROPER - DUAL STUDENT
 4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
 5. STALL - INADVERTENT -
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1477 7/06/85 DETROIT, MI A/C Reg. No. N29008 Time (Lc1) - 1430 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	3

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 270/014 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 3000 FT
Lowest Ceiling - 3000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LANSING, IL
Destination
DETROIT, MI

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

DETROIT CITY
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 - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1500	Last 24 Hrs	- 6
Make/Model-	1030	Last 30 Days-	UNK/NR
Instrument-	400	Last 90 Days-	18

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CONTACTED A TREE DURING A FORCED LANDING IN A RESIDENTIAL AREA FOLLOWING A LOSS OF PWR. POST ACCIDENT INSPECTION REVEALED THE RIGHT FUEL TANK CONTAINED FUEL AND THE LEFT TANK WAS DRY, THE LEFT WING FUEL VENT WAS INSTALLED BACKWARDS AND THE FUEL SELECTOR HAD 15 DEGS OF MOVEMENT WHEN A TANK WAS SELECTED. THE FUEL DISTRIBUTION VALVE, FUEL PUMP AND FUEL STRAINER WERE ALSO DRY. THE ENG OPERATED NORMALLY WHEN TESTED WITH THE FUEL SELECTOR POSITIONED ON THE RIGHT TANK.

Brief of Accident (Continued)

File No. - 1477

7/06/85

DETROIT,MI

A/C Reg. No. N29008

Time (Lc1) - 1430 EDT

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

Finding(s)

1. FUEL SYSTEM,VENT - IMPROPER
2. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND
3. FUEL SYSTEM,SELECTOR VALVE - LOOSE
4. MAINTENANCE,100 HOUR INSPECTION - NOT CORRECTED - FBO PERSONNEL
5. FLUID,FUEL - STARVATION
6. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - FBO PERSONNEL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

7. TERRAIN CONDITION - TREE(S)

-----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) 1,3,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1476	7/07/85	HOUGHTON LAKE, MI	A/C Reg. No. N42RB	Time (Lcl) - 0855 EDT
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-----Basic Information-----

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

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

Make/Model - BURCH PITTS S-1	Eng Make/Model - LYCOMING AEIO-360-B4A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1150	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	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	LAKE CITY, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ROSCOMMON
Wind Dir/Speed- 010/003 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
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)
PRIVATE	Current - NO	Total - 1994
SE LAND	Months Since - UNK/NR	Make/Model- 92
GLIDER	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED DOWN FOLLOWING A GROUND LOOP DURING A LANDING ROLL. THE PLT REPORTED THE TAILWHEEL BEGAN TO SHIMMY, DIRECTIONAL CONTROL OF THE ACFT WAS LOST AND IT GROUND LOOPED TO THE RIGHT. THE ACFT TRAVELED APRX 10 FT OFF THE RWY WHERE THE LEFT WING DUG INTO THE TERRAIN AND THE ACFT NOSED DOWN. POST ACCIDENT INSPECTION REVEALED THE TAILWHEEL STEERING SPRINGS WERE DISCONNECTED AND THE WHEEL HAD COME LOOSE FROM THE HUB.

Brief of Accident (Continued)

File No. - 1476

7/07/85

HOUGHTON LAKE, MI

A/C Reg. No. N42RB

Time (Lcl) - 0855 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, TAILWHEEL ASSEMBLY - SEPARATION
 2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
 3. LANDING GEAR, TAILWHEEL ASSEMBLY - VIBRATION
-

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) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1595 7/17/85 TROY,MI A/C Reg. No. N3642 Time (Lcl) - 1015 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	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - ROBERT THIBODEAU JR ACE
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 839
No. of Seats - 1

Eng Make/Model - CONTINENTAL A-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
Basic Weather - VMC
Wind Dir/Speed- 050/008 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TROY,MI
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data

OAKLAND-TROY
Runway Ident - 90
Runway Lth/Wid - 3855/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 48
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 80	Last 24 Hrs	- 1
Make/Model-	1	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ON JULY 17, 1985 AT 1015 EDT, A ROBERT THIBODEAU JR ACE N3642, REGISTERED TO AND FLOWN BY ROBERT THIBODEAU, LOST CONTROL AND COLLIDED WITH THE TERRAIN ON TAKEOFF AT TROY OAKLAND AIRPORT, TROY, MICHIGAN, WHILE ON A PERSONAL FLIGHT. VISUAL METEOROLOGICAL CONDITIONS PREVAILED AT THE TIME AND NO FLIGHT PLAN WAS FILED. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED AND THE STUDENT PILOT WAS UNINJURED. THE FLIGHT ORIGINATED AT TROY, MICHIGAN ON JULY 17, 1985 AT 1013 EDT.

Brief of Accident (Continued)

File No. - 1595

7/17/85

TROY, MI

A/C Reg. No. N3642

Time (Lcl) - 1015 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. AIRSPEED(VLOF) - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, QUALIFICATION - PILOT IN COMMAND
3. ABORTED TAKEOFF - UNCONTROLLED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

6. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
7. IMPROPER USE OF FACILITY - PILOT IN COMMAND
8. IMPROPER USE OF FACILITY, PSYCHOLOGICAL CONDITION - PILOT IN COMMAND
9. IMPROPER USE OF FACILITY, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,6

Factor(s) relating to this accident is/are finding(s) 3,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1535 7/22/85 MT PLEASANT,MI A/C Reg. No. N6350K Time (Lcl) - 1130 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

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 150M
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 - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 260/007 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
FOWLERVILLE,MI
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MT PLEASANT MUNI
Runway Ident - 27
Runway Lth/Wid - 3900/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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)
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 - 49
Last 24 Hrs - 1
Make/Model- 49
Last 30 Days- UNK/NR
Instrument- UNK/NR
Last 90 Days- 9
Multi-Eng - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON A SOLO X-COUNTRY FLT BETWEEN MAPLE GROVE ARPT & HOUGHTON LAKE ARPT. DURING THE FLT, THE PLT REQUESTED RADAR ASSISTANCE TO LOCATE HOUGHTON LAKE. DUE TO HER SOLO STUDENT STATUS & THE CLOSE PROXIMITY OF MT PLEASANT ARPT, SHE WAS ADVISED TO LAND THERE. WHILE ON A SHORT FINAL APPROACH TO RWY 27 AT MT PLEASANT, SHE PULLED THE MIXTURE KNOB BY MISTAKE & STARVED THE ENG OF FUEL. THIS RESULTED IN A FORCED LANDING IN A FIELD APRX 200 FT SHORT OF THE PAVED SURFACE OF THE RWY. THE TERRAIN AT THAT POINT WAS ROUGH ENOUGH TO CAUSE THE PLANE TO NOSE OVER.

Brief of Accident (Continued)

File No. - 1535

7/22/85

MT PLEASANT, MI

A/C Reg. No. N6350K

Time (Lc1) - 1130 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. RADAR ASSISTANCE TO VFR AIRCRAFT
3. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
4. FLUID, FUEL - STARVATION
5. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1446 8/03/85 ROMEO, MI A/C Reg. No. N5783G Time (Lc1) - 1145 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	1
Accident Occurred During -LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150K	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	ROMEO
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4170/ 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	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 21
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 21
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER AFTER CONTACTING A DITCH DURING A LANDING ROLL. THE STUDENT PLT, ON HIS SECOND SOLO FLT, WAS PRACTICING TOUCH & GO LANDINGS WHEN THE ACCIDENT OCCURRED. HE STATED HE RUSHED ON FINAL APCH BECAUSE OTHER ACFT WERE LINED UP WAITING TO TAKEOFF. THE ACFT LANDED FAST AND HARD, VEERED LEFT OFF THE RWY, CONTACTED A DITCH AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1446

8/03/85

ROME0,MI

A/C Reg. No. N5783G

Time (Lc1) - 1145 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SELF-INDUCED PRESSURE - PILOT IN COMMAND
3. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

4. DIRECTIONAL CONTROL - NOT ATTAINED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DITCH

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

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. - 1539 6/07/85 RED LAKE FALLS,MN A/C Reg. No. N6761Q Time (Lcl) - 2010 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage					
	DESTROYED	Fatal	Serious	Minor	None	
Type of Operation -AERIAL APPLICATION	Fire	1	0	0	0	
Flight Conducted Under -14 CFR 137	ON GROUND	Crew Pass	0	0	0	0
Accident Occurred During -MANEUVERING						

-----Aircraft Information-----

Make/Model - SCHWEIZER G-164A	Eng Make/Model - P&W R-1340-AN-1	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 - 600 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 4300
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD BEEN SPRAY A FIELD IN NORTH & SOUTH DIRECTIONS, THEN ELECTED TO MAKE A SWATH RUN FROM EAST TO WEST TOWARD THE SUN. THIS PASS WAS MADE LATE IN THE DAY. WHILE ON THE SWATH RUN, THE ACFT COLLIDED WITH AN UNMARKED WIRE, THEN VEERED & CRASHED IN A WOODED AREA WHERE THE ACFT BURNED. REPORTEDLY, THE PLT HAD BEEN WORKING FROM SUNRISE TO SUNSET ALMOST EVERY DAY, AND WHEN HE WAS NOT FLYING, HE WAS TENDING TO THE ACFT & OTHER BUSINESS MATTERS.

Brief of Accident (Continued)

File No. - 1539

6/07/85

RED LAKE FALLS, MN

A/C Reg. No. N6761Q

Time (Lc1) - 2010 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. LIGHT CONDITION - SUNGLARE
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, FATIGUE - PILOT IN COMMAND
4. OBJECT - WIRE, TRANSMISSION

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1488 7/07/85 FARIBAULT,MN A/C Reg. No. N59BC Time (Lcl) - 1215 CDT

-----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	ON GROUND	Pass	1	0	0	0
Accident Occurred During -DESCENT			1	0	0	0

-----Aircraft Information-----

Make/Model - CHAMBERLAIN VIKING DRAGONFLY	Eng Make/Model - VOLKSVAGEN AS41	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 60 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ST. LOUIS,MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MINNEAPOLIS,MN	
Wind Dir/Speed- 270/014 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 125
SE LAND	Months Since - UNK/NR	Make/Model- 100
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES AND BURST INTO FLAMES DURING A FORCED LANDING. ON THE PLT'S SECOND RADIO CONTACT WITH FARIBAULT MUNICIPAL AIRPORT UNICOM HE DECLARED, "I HAVE ENGINE FAILURE. I'M GOING DOWN IN A CORN FIELD." POST ACCIDENT INSPECTION OF THE WRECKAGE DISCLOSED LARGE QUANTITIES OF RUST AND DEBRIS IN THE FUEL STRAINER BOWL. THE CARBURETOR ALSO CONTAINED CORROSION AND FOREIGN DEBRIS IN THE CASE.

Brief of Accident (Continued)

File No. - 1488

7/07/85

FARIBAULT, MN

A/C Reg. No. N59BC

Time (Lc1) - 1215 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM, SCREEN - BLOCKED(TOTAL)
 2. FUEL SYSTEM, FILTER - CONTAMINATION
 3. FUEL SYSTEM, CARBURETOR - CONTAMINATION
 4. MAINTENANCE, SERVICE OF AIRCRAFT - INADEQUATE - PILOT IN COMMAND
 5. MAINTENANCE, ANNUAL INSPECTION - NOT FOLLOWED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

7. TERRAIN CONDITION - TREE(S)
-

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2,3,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1534 7/19/85 BIG FALLS, MN A/C Reg. No. N5279S Time (Lcl) - 0725 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	2
Accident Occurred During - TAKEOFF					

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	INT'L FALLS, MN	BIG FALLS
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2602/ 200
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 1000 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 - 54	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 162
SE LAND	Months Since - 5	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 162
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DIVERTED INTO THE BIG FALLS ARPT BECAUSE HIS ORIGINAL DESTINATION WAS BELOW VFR MINIMUMS. AFTER CHECKING THE SOD RUNWAY FOR A FIRMNESS & DETERMINING A GO/NO GO POINT, HE SUBSEQUENTLY TOOK OFF USING SOFT FIELD TECHNIQUES. HIS ROTATION WAS WELL IN ADVANCE OF THE DESIGNATED GO/NO GO POINT. THE PLT REPORTED THAT AT THE DEPARTURE END OF THE RWY, THE CLIMB PERFORMANCE DETERIORATED TO THE POINT WHERE THE ACFT SETTLED INTO TREES TO THE WEST OF THE AIRFIELD. HE ATTRIBUTED THE LOSS OF CLIMB PERFORMANCE TO A WIND SHIFT OR WIND SHEAR. THERE WERE 2 PASSENGERS & 35 GAL OF FUEL ON BOARD WHEN THE ACNT OCCURRED.

Brief of Accident (Continued)

File No. - 1534

7/19/85

BIG FALLS, MN

A/C Reg. No. N5279S

Time (Lc1) - 0725 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIFT-OFF - PREMATURE - PILOT IN COMMAND
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
 4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
 5. OBJECT - TREE(S)
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1435 9/13/85 EDEN PRAIRIE, MN A/C Reg. No. N1290D Time (Lcl) - 1056 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 170	Eng Make/Model - CONTINENTAL O-300	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - UNK/NR	Last Departure Point	
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	FLYING CLOUD
Wind Dir/Speed- 150/015 KTS		Runway Ident - 09R
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - 3909/ 75
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - VFR	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - UNK/NR
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 112
		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 LANDED ON RWY 9R WITH TOWER WINDS REPORTED FROM 150 DEGREES AT 15 KNOTS. DURING THE LANDING ROLL IN THE TAILWHEEL EQUIPPED ACFT, CONTROL WAS LOST AND THE ACFT TIPPED UP ON ITS LEFT WING AND NOSE.

Brief of Accident (Continued)

File No. - 1435

9/13/85

EDEN PRAIRIE, MN

A/C Reg. No. N1290D

Time (Lc1) - 1056 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1478 9/22/85 MCGREGOR,MN A/C Reg. No. N8403K Time (Lcl) - 1715 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	1	0
Pass	0	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - UNIVAIR 108-1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2330
No. of Seats - 4

Eng Make/Model - FRANKLIN 6A4-165-83
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 165 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 210/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 1600 FT
Lowest Ceiling - 1600 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MCGREGOR,MN
Destination
LINO LAKES,MN

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

BUB JOHNSON
Runway Ident - 18
Runway Lth/Wid - 2000/ 50
Runway Surface - GRASS/TURF
Runway Status - WET

-----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 - EXPIRED
Flight Time (Hours)

Total	- 80	Last 24 Hrs	- UNK/NR
Make/Model-	37	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED TREES OFF THE DEPARTURE END OF RWY 18 DURING A FORCED LANDING FOLLOWING A LOSS OF PWR ON TAKEOFF. POST ACCIDENT INSPECTION REVEALED THE FUEL SELECTOR WAS POSITIONED FOR THE LEFT TANK AND THE LEFT TANK CONTAINED NO FUEL. THE CARBURETOR DID NOT CONTAIN FUEL NOR DID THE LEFT TANK FUEL LINES.

Brief of Accident (Continued)

File No. - 1478

9/22/85

MCGREGOR, MN

A/C Reg. No. N8403K

Time (Lc1) - 1715 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - STARVATION
2. AIRCRAFT PREFLIGHT - INATTENTIVE - PILOT IN COMMAND
3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

4. TERRAIN CONDITION - 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. - 1480 8/31/85 FREDERICKTOWN,MO A/C Reg. No. N8385S 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 -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
1
0

-----Aircraft Information-----

Make/Model - PIPER PA-32-301
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 7

Eng Make/Model - LYCOMING IO-540-K1G5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 110/005 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
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

FREDERICKTOWN MUNICIPAL
Runway Ident - 19
Runway Lth/Wid - 2400/ 65
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 39

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 365
Make/Model- 126
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTS THAT HE LOST DIRECTIONAL CONTROL DURING THE LANDING ROLL. THE ACFT SWERVED OFF THE SIDE OF THE RWY, DOWN AN EMBANKMENT AND COLLIDED WITH A FENCE. THE LANDING AND BRAKE SYSTEM WERE EXAMINED BY A MECHANIC AFTER THE ACCIDENT AND NO EVIDENCE OF A PRE-ACCIDENT FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 1480

8/31/85

FREDERICKTOWN,MO

A/C Reg. No. N8385S

Time (Lcl) - 1400 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

2. OBJECT - FENCE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1479 9/08/85 ST. CHARLES, MO A/C Reg. No. N67463 Time (Lcl) - 1505 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation	-INSTRUCTIONAL	Fire	Crew	Fatal	0	Serious	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	Minor	0
Accident Occurred During	-TAKEOFF					None	1
							0

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 110 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		ST. CHARLES MUNICIPAL	
Wind Dir/Speed	- 210/008 KTS	ATC/Airspace		Runway Ident	- 27
Visibility	- 10.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 3500/ 50
Lowest Sky/Clouds	- 4000 FT SCATTERED	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 13	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model - 13	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - 13

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PLT ON FIRST SOLO TAKEOFF EXPERIENCED LEFT YAW AFTER LIFTOFF. WHILE PLT ATTEMPTED TO CORRECT FOR THE YAW THE ACFT TOUCHED DOWN BESIDE THE RWY, TRAVELED A SHORT DISTANCE, COLLIDED WITH A DIRT BANK AND NOSED OVER. THE PLT SAID THERE WAS A LEFT CROSSWIND AT 5 TO 10 KTS.

Brief of Accident (Continued)

File No. - 1479

9/08/85

ST. CHARLES, MO

A/C Reg. No. N67463

Time (Lcl) - 1505 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

4. TERRAIN CONDITION - DIRT BANK
5. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1492 10/15/85 SULLIVAN,MO A/C Reg. No. N18316 Time (Lcl) - 1515 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

		Injuries			
		Fatal	Serious	Minor	None
Fire	1	0	0	0	0
Pass	0	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

DESTROYED
ON GROUND

-----Aircraft Information-----

Make/Model - BEECH V35B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-BA
Number Engines - 1
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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 210/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ST. CLAIR,MO
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

Age - 70
Biennial Flight Review
Current - YES
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 4700	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 30
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED GOING FROM LEVEL FLT TO STRAIGHT UP BEFORE STALLING, TURNING OVER AND SPIRALING STRAIGHT DOWN, AT FULL THROTTLE, TOWARD THE GROUND. IMPACT MARKS INDICATED A NEAR VERTICAL DESCENT WITH INITIAL IMPACT ON THE NOSE OF ACFT. IMPACT WAS IN A WOODED AREA BUT THERE WAS NO IMPACT DAMAGE TO TREE LIMBS OR TREE TRUNKS. THE ACFT EXPLODED ON GROUND IMPACT, THEN BURNED.

Brief of Accident (Continued)

File No. - 1492

10/15/85

SULLIVAN,MO

A/C Reg. No. N18316

Time (Lc1) - 1515 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

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. - 1468 10/25/85 PLATTSBURG,MO A/C Reg. No. N4AS Time (Lcl) - 1810 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - SILVAGGIO CASSUTT 111M	Eng Make/Model - CONTINENTAL A65-8	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 - 80 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CAMERON,MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PLATTSBURG
Wind Dir/Speed- 140/009 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wld - 2115/ 24
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 408
SE LAND	Months Since - 4	Last 24 Hrs - UNK/NR
	Aircraft Type - 111M	Make/Model- 61
		Instrument- 15
		Last 30 Days- UNK/NR
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS LEVEL, IN CRUISE WHEN THE PLT NOTICED HIGH ENG TEMPERATURES. HE STATED THAT HE STARTED A SHALLOW CLIMB AND HEADED FOR THE NEAREST ARPT. EN ROUTE TO NEAREST ARPT, SMOKE CAME INTO THE COCKPIT AND THE PLT HEARD A LOUD NOISE THAT WAS ACCOMPANIED BY SMOKE AND FLAMES INSIDE THE ENG COMPARTMENT. PLT SHUT OFF FUEL VALVE. THE ACFT WAS TOO HIGH AND TOO FAST AS IT APPROACHED THE ARPT. THE PLT TRIED S TURNS BUT RAN OUT OF CONTROL DURING THE SECOND S. THE ACFT TOUCHED DOWN 100 FT TO THE WEST OF THE RWY AND 40 DEGS OFF THE RWY HEADING. THE RIGHT WING HIT STEEL FENCE POSTS AND BARBED WIRE. AFTER GROUND IMPACT THE ACFT FLIPPED UP AND AROUND AND STOPPED ON THE ARPT PROPERTY. INVESTIGATION REVEALED A BROKEN PISTON, A BROKEN PISTON PIN AND A SEPARATED CYLINDER HEAD ON THE NUMBER FOUR CYLINDER.

Brief of Accident (Continued)

File No. - 1468

10/25/85

PLATTSBURG,MO

A/C Reg. No. N4AS

Time (Lc1) - 1810 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CLIMB

Finding(s)

1. ENGINE ASSEMBLY,PISTON - FAILURE,PARTIAL
 2. ENGINE ASSEMBLY,CYLINDER - FAILURE,PARTIAL
-

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 - FENCE
-

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1493

4/20/85

COLLINSVILLE, MS

A/C Reg. No. N9636S

Time (Lc1) - 1600 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	1	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - CHAMPION 7GCA
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2650
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-B2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - 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- 120/007 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - UNK/NR BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MERIDIAN, MS
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 - 31

Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - A4

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 1200	Last 24 Hrs	- 12
Make/Model	- 500	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 42
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES, FRIENDS OF THE PLT, REPORTED SEEING THE ACFT ENGAGED IN AEROBATICS AT ALTITUDES BETWEEN 500 FT AGL AND 2000 FT AGL, APRX 1/4 MILE FROM THEIR OUTDOOR SOCIAL FUNCTION. THEY CONTINUED TO REPORT, THE ACFT ENTERED A SPIN AND AFTER APRX 2 3/4 REVOLUTIONS IT DISAPPEARED BEHIND TREES. SHORTLY THEREAFTER, THE GROUND IMPACT WAS HEARD.

Brief of Accident (Continued)

File No. - 1493

4/20/85

COLLINSVILLE, MS

A/C Reg. No. N9636S

Time (Lc1) - 1600 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 3. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
 4. STALL/SPIN - INTENTIONAL - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1499 9/06/85 TUNICA,MS A/C Reg. No. N9893 Time (Lc1) - 1230 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	-DESCENT			0	0	0	1
				0	0	0	0

-----Aircraft Information-----

Make/Model	- GRUMMAN G-164A	Eng Make/Model	- P&W R-1340-AN1	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES	
Max Gross Wt	- 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
Method	- N/A	SAME AS ACC/INC
Completeness	- N/A	Destination
Basic Weather	- VMC	LOCAL
Wind Dir/Speed	- 180/005 KTS	ATC/Airspace
Visibility	- 10.0 SM	Type of Flight Plan
Lowest Sky/Clouds	- 3000 FT SCATTERED	- NONE
Lowest Ceiling	- NONE	Type of Clearance
Obstructions to Vision	- NONE	- NONE
Precipitation	- NONE	Type Apch/Lndg
Condition of Light	- DAYLIGHT	- NONE

Runway Ident	- N/A
Runway Lth/Wid	- N/A
Runway Surface	- N/A
Runway Status	- N/A

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 802	Last 24 Hrs - 5
SE LAND	Months Since - 5	Make/Model - 250	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 90	Last 90 Days - 200
		Multi-Eng - 2	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT DURING AERIAL APPLICATION MANEUVER HE ALLOWED THE AIRSPEED TO GET TOO LOW AND THE ACFT SETTLED INTO A SOY BEAN FIELD. THE LEFT WING CONTACTED THE CROP AND THE ACFT CARTWHEELED.

Brief of Accident (Continued)

File No. - 1499

9/06/85

TUNICA, MS

A/C Reg. No. N9893

Time (Lc1) - 1230 CDT

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. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1413

1/03/85

MANHATTAN,MT

A/C Reg. No. N13954

Time (Lcl) - 0500 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire

Crew

1

0

0

0

ON GROUND

Pass

0

0

0

0

-----Aircraft Information-----

Make/Model - POLLIWAGEN 2 PLACE

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - UNK/NR

No. of Seats - 2

Eng Make/Model - REVMASER 2100D

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- 150/005 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

SAME AS ACC/INC

Destination

HELENA,MT

Airport Proximity

UNK/NR

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

HELICOPTER

Age - 28

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 500 Last 24 Hrs - 0

Make/Model- 51 Last 30 Days- UNK/NR

Instrument- 2 Last 90 Days- UNK/NR

Rotorcraft - 400

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED IN AN OPEN FLT SHORTLY AFTER TAKEOFF AND WAS DESTROYED BY FIRE. THERE WERE NO WITNESSES TO THE ACCIDENT. THE PLT REPORTEDLY STATED HE NEEDED TO DEPART MANHATTAN BY 0500 MST TO ARRIVE IN HELENA BEFORE 0600 MST WHEN THE ATC TWR OPENED AS HIS ACFT WAS NOT RADIO EQUIPPED. THE WRECKAGE WAS DISCOVERED AT 1430 MST BY ANOTHER ACFT. THE PRIVATE AIRSTRIIP AT MANHATTAN WAS NOT EQUIPPED WITH ANY RWY LIGHTING. INSPECTION OF THE ACFT AND ENG DID NOT DISCLOSE ANY MECHANICAL FAILURE/MALFUNCTION.

Brief of Accident (Continued)

File No. - 1413

1/03/85

MANHATTAN,MT

A/C Reg. No. N13954

Time (Lc1) - 0500 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

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. - 1520

4/05/85

GARNEILL, MT

A/C Reg. No. N21092

Time (Lc1) - 1915 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Fire	0	1	0	0
Crew				
Pass	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-32RT-300T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 7

Eng Make/Model - LYCOMING IO-540-K1G5D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - UNK/NR

Wind Dir/Speed- 190/004 KTS

Visibility - 8.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - UNK/NR OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
BOZEMAN, MT

Destination
HAVRE, MT

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 - 42

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - PA-32RT

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1385 Last 24 Hrs - 1

Make/Model- 135 Last 30 Days- UNK/NR

Instrument- 14 Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING A NIGHT X-COUNTRY FLT, HE ENCOUNTERED MARGINAL (OBSCURED) WX & REVERSED COURSE TO RETURN TO THE DEPARTURE POINT. HE STATED THAT WHILE HE WAS RETURNING, HE "DOZED OFF A LITTLE BIT" & WHEN HE AWOKE, HE SAW A MOUNTAIN DIRECTLY AHEAD. HE TOOK EVASIVE ACTION BY PULLING THE ACFT UP, BUT THE ACFT PANKAKED INTO THE MOUNTAIN. REPORTEDLY, THE PLT WAS TIRED, & WHILE RETURNING, HE RELAXED & MOMENTARILY FELL ASLEEP.

Brief of Accident (Continued)

File No. - 1520

4/05/85

GARNEILL,MT

A/C Reg. No. N21092

Time (Lc1) - 1915 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - OBSCURATION
4. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND

Occurrence #2 MISCELLANEOUS/OTHER
Phase of Operation CRUISE

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
6. AIRCRAFT HANDLING - INATTENTIVE - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, FATIGUE(CIRCADIAN RHYTHM) - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE

Finding(s)

8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
9. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
10. TERRAIN CONDITION - RISING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,7,8,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1569 7/29/85 WILSALL,MT A/C Reg. No. N6156R Time (Lc1) - 1010 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 172RG	Eng Make/Model - LYCOMING O-360-FIA6	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	POLSON,MT	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	POWELL,WY	WILSALL
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 50 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - DRIZZLE		
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)
PRIVATE	Current - YES	Total - 425
SE LAND	Months Since - 13	Make/Model- 53
	Aircraft Type - 172RG	Instrument- 4
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- . 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OBTAINED A WX BRIEFING THAT FORECAST IMC. HE FILED A VFR FLT PLAN AND DEPARTED POLSON, MONTANA AT 0830 EN ROUTE TO POWELL, WYOMING. THE PLT SAID HE ENCOUNTERED LOW CEILINGS, LOW VISIBILITIES, AND DRIZZLE JUST PAST HELENA, MONTANA BUT HE CONTINUED. THE PLT SAID WHEN HE THOUGHT HE COULD GO NO FURTHER HE SLOWED THE ACFT AND STARTED A LEFT TURN. THE ACFT COLLIDED WITH TREES AND CRASHED INTO THE GROUND AT ABOUT 1010.

Brief of Accident (Continued)

File No. - 1569

7/29/85

WILSALL,MT

A/C Reg. No. N6156R

Time (Lc1) - 1010 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. PREFLIGHT BRIEFING SERVICE - PERFORMED - PILOT IN COMMAND
3. WEATHER CONDITION - OBSCURATION
4. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
5. WEATHER CONDITION - RAIN
6. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
7. WEATHER CONDITION - FOG
8. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
9. NOTAMS - DISREGARDED - PILOT IN COMMAND
10. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
11. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

12. OBJECT - TREE(S)
13. ALTITUDE - INADEQUATE - PILOT IN COMMAND
14. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

15. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1406 6/15/85 BARNARDSVILLE, NC A/C Reg. No. N83678 Time (Lcl) - 1200 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - CHAMPION 7AC	Eng Make/Model - CONTINENTAL C-65-8	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	STATESVILLE, NC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MARION, NC	
Wind Dir/Speed- 170/010 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 -	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 - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 57
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 10
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

DURING A SUPERVISED SOLO X-COUNTRY FLT, THE STUDENT ACFT EXPERIENCED A LOSS OF PWR AT CRUISE. AFTER REACHING HIS FIRST CHECK POINT, THE STUDENT REVERSED COURSE BECAUSE HE DEPARTED ON THE WRONG HEADING. BEFORE REACHING THE FIRST CHECK POINT FOR THE SECOND TIME, THE PWR LOSS WAS SUCH THAT HE COULD NOT CLEAR THE HIGH TERRAIN. HE ELECTED TO REMAIN IN THE VALLEY. WHEN HE WAS UNABLE TO MAINTAIN ALTITUDE HE MADE AN EMERGENCY LANDING INTO TREES. THE ACFT HAS NOT BEEN REMOVED FROM THE ACCIDENT SITE. THEREFORE, AN EXAMINATION OF THE ENTIRE AIRFRAME AND ENG HAS NOT BEEN PERFORMED.

Brief of Accident (Continued)

File No. - 1406

6/15/85

BARNARDSVILLE, NC

A/C Reg. No. N83678

Time (Lc1) - 1200 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 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. - 1564 9/01/85 HENDERSONVILLE,NC A/C Reg. No. N323T Time (Lcl) - 1330 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Fatal

Crew 0
Pass 0

Injuries

Serious Minor None
0 0 0
0 0 1

1
1

-----Aircraft Information-----

Make/Model - PIPER PA-18 105
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
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
HENDERSONVILLE,NC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

HENDERSONVILLE
Runway Ident - 14
Runway Lth/Wid - 3075/ 40
Runway Surface - MACADAM
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME 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 - 2544 Last 24 Hrs - 4
Make/Model- 155 Last 30 Days- UNK/NR
Instrument- 484 Last 90 Days- 95
Multi-Eng - 19

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TAKEOFF PHASE OF A TOUCH & GO LANDING, THE CFR AND PRIVATE PILOT LOST DIRECTIONAL CONTROL AND RAN OFF THE SIDE OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1564

9/01/85

HENDERSONVILLE, NC

A/C Reg. No. N323T

Time (Lc1) - 1330 EDT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
 2. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND
 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) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1408 9/06/85 SHUFFLETOWN,NC A/C Reg. No. N6102J Time (Lcl) - 1635 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	1	0
			0	2	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28R-200	Eng Make/Model - LYCOMING IO-360-C1C	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ADRAIN,MI	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CHARLOTTE,NC	CHARLOTTE/DULLES INT'L
Wind Dir/Speed- 240/006 KTS	ATC/Airspace	Runway Ident - 18R
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 10000/ 150
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - TRAFFIC ADVISORY	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1161
SE LAND,ME LAND	Months Since - 1	Make/Model- 200
	Aircraft Type - UNK/NR	Instrument- 89
		Multi-Eng - 16
		Last 24 Hrs - 4
		Last 30 Days- 7
		Last 90 Days- 7

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CONTACTED A FENCE DURING A FORCED LANDING FOLLOWING A LOSS OF PWR. THE FLT ORGINATED AT GRAND LEDGE, MI, AT 1100 EST AND AN UNSCHEDULED LANDING WAS MADE AT ADRIAN, MI, BECAUSE OF WX. THE FLT DEPARTED ADRIAN, MI, AT 1320 EDT. THE PLT REPORTED THAT DURING THE DESCENT INTO CHARLOTTE INT'L AIRPORT FUEL PRESSURE WAS LOST AND SHORTLY THEREAFTER, THE ENG QUIT. INSPECTION OF THE ACFT DISCLOSED NO PRESENCE OF FUEL IN EITHER THE FUEL TANKS NOR IN THE FUEL FLOW DIVIDER.

Brief of Accident (Continued)

File No. - 1408

9/06/85

SHUFFLETOWN,NC

A/C Reg. No. N6102J

Time (Lc1) - 1635 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1565

9/07/85

STAR,NC

A/C Reg. No. N19JK

Time (Lcl) - 1745 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 305A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2100
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-470-11
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 213 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- 070/004 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
STAR,NC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

MONTGOMERY CO.
Runway Ident - 20
Runway Lth/Wid - 3500/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 38
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2000
Make/Model- 50
Instrument- 250
Multi-Eng - 500
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING ROLL THE AIRCRAFT GROUND LOOPED AND THE RIGHTLANDING GEAR SEPARATED FROM THE AIRCRAFT. THE PILOT STATED THAT THE RIGHT BRAKE LOCKED CAUSING THE AIRCRAFT TO VEER TO THE RIGHT. NO EVIDENCE OF BRAKE MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 1565

9/07/85

STAR,NC

A/C Reg. No. N19JK

Time (Lc1) - 1745 EDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - RUNWAY
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. LANDING GEAR,MAIN GEAR ATTACHMENT - FAILURE,TOTAL
 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1583 1/27/85 GRAND FORKS,ND A/C Reg. No. N1850S Time (Lcl) - 0849 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	2
Accident Occurred During -DESCENT			0	2	0
					None
					0

-----Aircraft Information-----

Make/Model - BEECH 76	Eng Make/Model - LYCOMING O-360-A1GGD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	MARK ANDREWS INT'L
Wind Dir/Speed- 330/015 KTS	ATC/Airspace	Runway Ident - 35R
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3400/ 75
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - VFR	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 6430
SE LAND,ME LAND	Months Since - 16	Make/Model- 200
	Aircraft Type - 201	Instrument- 472
		Multi-Eng - 2600
		Last 24 Hrs - 6
		Last 30 Days- 25
		Last 90 Days- 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON SUNDAY 1/27/85 AT APPROXIMATELY 0849 MST, A BEECH DUCHESSN1850S, ON LEASE TO THE UNIVERSITY OF NORTH DAKOTA CRASHED AFTER TAKEOFF FROM THE GRAND FORKS AIRPORT, GRAND FORKS, ND. THE STUDENT PILOT AND CERTIFIED FLIGHT INSTRUCTOR WERE NOT INJURED. TWO PASSENGERS IN THE BACK SEATS RECEIVED SERIOUS INJURIES. THERE WAS NO FLIGHT PLAN FILED AND VMC PREVAILED. THE PRELIMINARY INVESTIGATION REVEALED THAT THIS FLIGHT WAS A TRAINING FLIGHT IN A MULTI-ENGINE AIRCRAFT. THE STUDENT PILOT INITIATED THE FLIGHT ON RUNWAY 34R. AT AN ALTITUDE OF APPROXIMATELY 150 FT. ABOVE GROUND LEVEL (AGL) THE FLIGHT INSTRUCTOR SIMULATED AN ENGINE FAILURE RETARDING THE LEFT THROTTLE. THE STUDENT PILOT WAS SLOW TO REACT TO THE FAILURE AND THE AIRSPEED DROPPED BELOW VMC. THE FLIGHT INSTRUCTOR TOOK CONTROL OF THE AIRCRAFT AND ATTEMPTED TO REGAIN FLYING SPEED BY INCREASING BOTH ENGINES TO FUEL POWER. THE INSTRUCTOR WAS UNABLE TO REGAIN AIRSPEED BEFORE GROUND IMPACT.

Brief of Accident (Continued)

File No. - 1583

1/27/85

GRAND FORKS,ND

A/C Reg. No. N1850S

Time (Lc1) - 0849 MST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

2. AIRCRAFT HANDLING - IMPROPER - DUAL STUDENT
3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
4. STALL - NOT CORRECTED - PILOT IN COMMAND(CFI)
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1450 9/05/85 UNDERWOOD,ND A/C Reg. No. N8864N Time (Lcl) - 1000 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	'Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MERCER,ND	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BEULAH,ND	Runway Ident - N/A
Wind Dir/Speed- 150/014 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 1.500 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 500 FT PART OBS	Type of Clearance - NONE	Runway Status - SOFT
Lowest Ceiling - 500 FT OVERCAST	Type Apch/Lndg - STRAIGHT-IN	ROUGH
Obstructions to Vision- NONE	FORCED LANDING	
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 - 701
SE LAND	Months Since - 23	Make/Model- 330
	Aircraft Type - PA-28	Instrument- 70
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- 2
		Last 90 Days- 4
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING FOLLOWING A LOSS OF PWR. THE PLT STATED HE WAS PRACTICING SLOW FLT ON THE RETURN FLT FROM PICKING THE ACFT UP AFTER AN ANNUAL INSPECTION. AS THE ACFT SLOWED TO 90 MPH DURING SLOW FLT, THE PLT ATTEMPTED TO INCREASE PWR AT WHICH TIME THE ENG DID NOT RESPOND. THE ENG WAS OPERATING AT IDLE PWR WHEN THE FORCED LANDING WAS MADE FROM AN ALT OF APRX 400 FT AGL. THE PLT STATED CARB HEAT WAS NOT USED DURING THE PWR REDUCTION IN PREPARATION FOR SLOW FLT OR DURING S-TURN MANEUVERS WHICH HE PERFORMED EARLIER. THE TEMP WAS 62 DEGS F, DEW PNT 60 DEGS. NO MECHANICAL FAILURES/MALFUNCTIONS WERE DISCOVERED WHICH WOULD HAVE RESULTED IN THE LOSS OF PWR.

Brief of Accident (Continued)

File No. - 1450

9/05/85

UNDERWOOD,ND

A/C Reg. No. N8864N

Time (Lc1) - 1000 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
 3. FUEL SYSTEM,CARBURETOR - ICE
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
-

Occurrence #4 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) 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. - 1491 3/12/85 ELI, NE A/C Reg. No. N6101U Time (Lcl) - UNK/NR

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire NONE
Pass

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	1	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA T210R
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4100
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-CE
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 325 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 3.000 SM
Lowest Sky/Clouds - 5000 FT
Lowest Ceiling - 5000 FT
Obstructions to Vision- BLOWING SNOW
Precipitation - SNOW SHOWER
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 34
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - PA-32R

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 531
Last 24 Hrs - UNK/NR
Make/Model- 24
Last 30 Days- 6
Instrument- 87
Last 90 Days- 10
Multi-Eng - 23

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THERE WERE NO WITNESSES TO THE TAKEOFF OR THE ACCIDENT. A FLT PLAN WAS NOT FILED AND NO RADAR DATA ON THE FLT WAS FOUND. THE OWNER OF N6101U ESTIMATED THE TAKEOFF TIME TO BE 2130 CST, MAR. 12 AND THE PLT TOLD THE OWNER HE WAS GOING TO UTAH. THE WRECKAGE OF N6101U WAS FOUND AT 1500 CST, MAR. 13 IN A SPARSLEY POPULATED SANDHILL AREA OF NW NEBRASKA. THE ACCIDENT SITE IS 180 NM N OF A DIRECT ROUTE FROM THE DEPARTURE ARPT AND THE PROBABLE DESTINATION. THE MAIN WRECKAGE WAS SCATTERED OVER AN AREA 400' X 150' SE OF AN IMPACT CRATER WHICH WAS 3' DEEP AND 10' IN DIAMETER. THE LEFT HINGED WINDOW AND THE RUDDER WERE FOUND BETWEEN 1 AND 2 MI S OF THE MAIN WRECKAGE. METEOROLOGICAL CONDITIONS FOR THE ACCIDENT AREA FOR THE EVENING OF MAR. 12 AND EARLY MORNING OF MAR. 13 INCLUDED LOW CLOUDS AND SNOW SHOWERS. THE PLT HAD LOGGED 18 HRS FLT TIME IN THE PAST TWO YEARS AND 2 HOURS OF INSTRUMENT TIME IN THE LAST 6 MONTHS. NO NIGHT TIME WAS LOGGED DURING THE LAST YEAR.

Brief of Accident (Continued)

File No. - 1491

3/12/85

ELI, NE

A/C Reg. No. N6101U

Time (Lc1) - UNK/NR

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - SNOW
2. WEATHER CONDITION - CLOUDS
3. METEOROLOGICAL SERVICE - NOT USED - PILOT IN COMMAND
4. LIGHT CONDITION - DARK NIGHT
5. IFR PROCEDURE - NOT USED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)

6. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. WINDOW, DOOR - SEPARATION
9. AIRSPEED(VMO) - EXCEEDED - PILOT IN COMMAND
10. FLIGHT CONTROL, RUDDER - SEPARATION

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7,9

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. - 1402 6/08/85 CURTIS, NE A/C Reg. No. N2267E Time (Lcl) - 1620 CDT

-----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	0	1
Accident Occurred During -LANDING			0	0	0	2

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	UTICA, NE	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CURTIS, NE	CURTIS
Wind Dir/Speed- 030/018 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 290
Lowest Sky/Clouds - 6500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 25000 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 - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 296
SE LAND	Months Since - 22	Make/Model- 240
	Aircraft Type - C-172	Instrument- 2
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 11
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE MISREAD THE WINDSOCK AND MADE A DOWNWIND LANDING RESULTED. THE ACFT OVERRAN THE END OF THE GRASS RWY AND NOSED OVER WHEN THE NOSE GEAR CONTACTED A PLOWED FLD. THE ARPT OPERATOR REPORTED THE WINDS WERE FROM 180 DEGS AT 18 KTS WHEN THE LANDING TOOK PLACE.

Brief of Accident (Continued)

File No. - 1402

6/08/85

CURTIS,NE

A/C Reg. No. N2267E

Time (Lcl) - 1620 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
 3. WEATHER CONDITION - TAILWIND
 4. WIND INFORMATION - NOT UNDERSTOOD - PILOT IN COMMAND
 5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - OPEN FIELD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1434

9/07/85

LINCOLN,NE

A/C Reg. No. N1756R

Time (Lcl) - 1900 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	2

Type of Operation -PERSONAL

Fire Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA A185F

Eng Make/Model - CONTINENTAL IO-520-D

ELT Installed/Activated - YES/NO

Landing Gear - AMPHIBIAN

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3350

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 6

Rated Power - 300 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 160/010 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LINCOLN,NE

Destination

WINNIPEG,CD

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - WATER

Runway Status - WET

WATER-CALM

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - UNK/NR

Type Apch/Lndg - TRAFFIC PATTERN

PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND,SE SEA

Age - 44

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2409

Make/Model- 908

Instrument- 409

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 79

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF IN AN ACFT WITH AMPHIBIOUS LANDING GEAR. THE PLT CANCELLED HIS FLT PLAN AND HAD THE TWR CHECK THE LANDING GEAR. HE THEN MADE A PRECAUTIONARY LANDING IN A LAKE WITH THE WHEELS RETRACTED. ONE WHEEL WAS NOT FULLY RETRACTED AT TOUCHDOWN AND THE ACFT VEERED SHARPLY TO THE LEFT. THERE WAS SUBSTANTIAL DAMAGE TO THE LANDING GEAR/FLOATS, RIGHT WING AND STRUT AND RIGHT HORIZONTAL STABILIZER. INSPECTION REVEALED THE GEAR ATTACHMENT BOLTS WERE SHEARED OFF.

Brief of Accident (Continued)

File No. - 1434

9/07/85

LINCOLN, NE

A/C Reg. No. N1756R

Time (Lc1) - 1900 CDT

Occurrence DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING

Finding(s)

1. LANDING GEAR, MAIN GEAR ATTACHMENT - FAILURE, PARTIAL
2. GEAR RETRACTION - 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. - 1541	9/17/85	MULLEN, NE	A/C Reg. No. N5278A	Time (Lcl) - 1830 MDT
<hr/>				
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries	
Type of Operation	-BUSINESS	Fire	Fatal	0
Flight Conducted Under	-14 CFR 91	NONE	Crew	0
Accident Occurred During	-TAKEOFF		Pass	0
			Serious	0
			Minor	0
			None	1
<hr/>				
-----Aircraft Information-----				
Make/Model	- CESSNA 210N	Eng Make/Model	- CONTINENTAL IO-520-L	
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED	
No. of Seats	- 6	Rated Power	- 300 HP	
			ELT Installed/Activated - YES/YES	
			Stall Warning System - YES	
<hr/>				
-----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	BROKEN BOW, NE	MULLEN	
Wind Dir/Speed	- 170/010 KTS	ATC/Airspace	Runway Ident - N/A	
Visibility	- 15.0 SM	Type of Flight Plan	Runway Lth/Wid - N/A	
Lowest Sky/Clouds	- 4500 FT SCATTERED	Type of Clearance	Runway Surface - GRASS/TURF	
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status - SOFT	
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
<hr/>				
-----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	- 4000	
SE LAND	Months Since - 18	Make/Model	- 393	
HELICOPTER	Aircraft Type - 210N	Instrument	- 178	
			Last 24 Hrs - 1	
			Last 30 Days - UNK/NR	
			Last 90 Days - 17	
			Rotorcraft - 3300	
<hr/>				
Instrument Rating(s) - AIRPLANE				
<hr/>				
-----Narrative-----				
THE TAKEOFF WAS BEING MADE FROM A HAY MEADOW THAT WAS SOFT DUE TO RECENT RAINS. THE PROPERTY OWNER SAID THE FIELD WAS 1/4 MI LONG. THE DENSITY ALT WAS CALCULATE TO BE 5600 FT. THE PLT SAID THE ACFT DID NOT ATTAIN TAKEOFF SPEED & THAT IT COLLIDED WITH A FENCE AT THE END OF THE TAKEOFF AREA.				
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Brief of Accident (Continued)

File No. - 1541

9/17/85

MULLEN,NE

A/C Reg. No. N5278A

Time (Lc1) - 1830 MDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. TERRAIN CONDITION - SOFT
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
5. AIRSPEED(VLGF) - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

6. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1580 10/25/85 WEEPING WATER,NE A/C Reg. No. N47734 Time (Lc1) - 1100 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
1

-----Aircraft Information-----

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 180/015 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
LINCOLN,NE
Destination
WEEPING WATER,NE

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

BROWNS
Runway Ident - 17
Runway Lth/Wid - 2200/ 60
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 32
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 292 Last 24 Hrs - UNK/NR
Make/Model- 173 Last 30 Days- UNK/NR
Instrument- 11 Last 90 Days- 10
Multi-Eng - 18

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE WAS GOING TOO FAST WHEN HE TOUCHED DOWN ON THE SHORT RUNWAY AND SHOULD HAVE MADE A GO AROUND. THE AIRPLANE WENT OFF THE END OF THE RUNWAY, WENT DOWN A SLOPE AND IMPACTED A PILOE OF ROCKS.

Brief of Accident (Continued)

File No. - 1580

10/25/85

WEEPING WATER, NE

A/C Reg. No. N47734

Time (Lcl) - 1100 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 2. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
 3. DISTANCE - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DOWNHILL
 5. TERRAIN CONDITION - DIRT BANK
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1424 5/19/85 HOOKSETT, NH A/C Reg. No. N52197 Time (Lc1) - 1100 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 -FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew Pass
NONE 0 0

-----Aircraft Information-----

Make/Model - CESSNA 180J
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2950
No. of Seats - 6

Eng Make/Model - CONTINENTAL O-470-S
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 310/012 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 2000 FT
Lowest Ceiling - 2000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MANCHESTER, NH

Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, SE SEA

Age - 55

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 390	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 PLT WAS FERRYING THE ACFT TO A FLD WHERE FLOATS WERE TO BE INSTALLED. WHILE ON THE APCH, THE ACFT ENCOUNTERED A CROSSWIND AND DRIFTED 20 FT OFF THE INTENDED CENTERLINE. THE ACFT TOUCHED DOWN AND ROLLED ABOUT 110 FT BEFORE COLLIDING WITH A SMALL BUSH AND NOSING OVER.

Brief of Accident (Continued)

File No. - 1424

5/19/85

HOOKSETT,NH

A/C Reg. No. N52197

Time (Lc1) - 1100 EDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
 2. WEATHER CONDITION - CROSSWIND
 3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Updated AAB 87/02
p. 38-39

Brief of Accident

File No. - 1554

10/27/85

ROCHESTER, NH

A/C Reg. No. N734PX

Time (Lc1) - 1655 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Fatal	Injuries			None
	Serious	Minor		
Crew 1	0	0	0	0
Pass 1	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Fire
ON GROUND

-----Aircraft Information-----

Make/Model - CESSNA 150B
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 - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 260/008 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - GO AROUND

Runway Ident - 32
Runway Lth/Wid - 3100/ 60
Runway Surface - N/A
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 40
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 217
Make/Model- UNK/NR
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING APPROCH TO RUNWAY 32, THE AIRCRAFT STARTED TO PORPOISE OVER THE RUNWAY. THE AIRCRAFT CONTINUED IN THIS MANNER UNTIL IT NEARED THE END OF THE RUNWAY. THE AIRCRAFT THEN STARTED A SLOW CLIMBING RIGHT TURNJUST CLEARING NEARBY TREES. THE AIRCRAFT RIGHT BANK ATTITUDE STEEPEN TO BETWEEN 45 60 DEGREES BEFORE IT DESCENDED AND IMPACTED THE GROUND. WINDS WERE REPORTED AS VARIABLE FROM 260 TO 310 DEGREES AT 10 KNOTS GUSTING TO 15 KNOTS. EXAMINATION OF THE AIRCRAFT DID NOT DISCLOSE EVIDENCE OF MALFUNCTION. THE FLAPSWERE UP. THERE WAS NO EVIDENCE OF PILOT IMPAIRMENT OR INCAPACITATION.

Brief of Accident (Continued)

File No. - 1554

10/27/85

ROCHESTER, NH

A/C Reg. No. N734PX

Time (Lcl) - 1655 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. GO-AROUND - DELAYED - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. PROPER TOUCHDOWN POINT - INADVERTENT - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1464 5/25/85 MILLVILLE,NJ A/C Reg. No. N911JM Time (Lcl) - 1115 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	4
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - GULFSTREAM 681	Eng Make/Model - GARRETT TPE-331-151K	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 9400	Engine Type - TURBOJET	
No. of Seats - 11	Rated Power - 575 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point N. MYRTLE,NC	
Method - N/A	Destination MILLVILLE,NJ	Airport Data MILLVILLE
Completeness - N/A		Runway Ident - 10
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 5000/ 150
Wind Dir/Speed- 020/010 KTS	Type of Flight Plan - IFR	Runway Surface - CONCRETE
Visibility - 10.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - TRAFFIC PATTERN	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1092
SE LAND,ME LAND	Months Since - 2	Make/Model- 1092
	Aircraft Type - UNK/NR	Instrument- 96
		Multi-Eng - 110
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 41
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT WHEN THE LANDING GEAR WAS LOWERED DURING THE APCH, THE RIGHT MAIN GEAR LIGHT DID NOT ILLUMINATE, HOWEVER, THE "IN-TRANSIT" LIGHT WENT OUT. HE ALSO REPORTED, THE GEAR WARNING HORN STOPPED SOUNDING AND THE HYDRAULIC PRESSURE WAS NORMAL. THE GEAR WAS THEN RECYCLED AND THE SAME RESULTS OCCURRED. THE GEAR APPEARED DOWN AND LOCKED DURING A VISUAL INSPECTION. THE PLT REPORTED TOUCHDOWN WAS "LIGHT" AND EVERYTHING WAS NORMAL UNTIL THE THROTTLES WERE REDUCED AT WHICH TIME THE ACFT SEEMED TO "HOP". THE RIGHT GEAR THEN COLLAPSED AND THE ACFT MADE A GRADUAL TURN TO THE RIGHT. DESPITE REMEDIAL ACTION, THE ACFT CAME TO REST APRX 25 FT OFF THE RIGHT SIDE OF THE RWY.

Brief of Accident (Continued)

File No. - 1464

5/25/85

MILLVILLE,NJ

A/C Reg. No. N911JM

Time (Lc1) - 1115 EDT

Occurrence #1 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
1. UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - ROLL

Finding(s)
2. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1460

6/14/85

LINDEN, NJ

A/C Reg. No. N732VU

Time (Lcl) - 2055 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 - CESSNA 210M
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-L
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
LINDEN, NJ
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

LINDEN
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 - 50
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 520
Make/Model- 35
Instrument- 132
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE PREFLT INSPECTION, THE PLT VISUALLY CHECKED THE FUEL TANKS AND DETERMINED THEM TO BE FULL. THE FLT WAS MADE WITH THE FUEL SELECTOR ON THE LEFT WING TANK. DURING THE APCH TO LINDEN ARPT, THE ENG STOPPED OPERATING. THE PLT ATTEMPTED TO RESTART THE ENG, HOWEVER, HE WAS UNABLE TO DO SO. DURING THE RESTART ATTEMPTS, THE PLT DID NOT SWITCH TO RIGHT FUEL TANK. DURING AN INSPECTION OF THE ACFT THE FOLLOWING DAY, APRX 29 GALLONS OF FUEL WERE DRAINED FROM THE RIGHT TANK. ACCORDING TO THE PLT, THE LEFT FUEL GAGE WAS SERVICED RECENTLY AND FAILED IN FLT INDICATING FUEL THROUGHOUT THE FLT.

Brief of Accident (Continued)

File No. - 1460

6/14/85

LINDEN, NJ

A/C Reg. No. N732VU

Time (Lc1) - 2055 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. FLUID, FUEL - STARVATION
 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 3. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - INOPERATIVE
 4. FUEL CONSUMPTION CALCULATIONS - POOR - PILOT IN COMMAND
 5. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
 6. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND
 7. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

8. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,7

Factor(s) relating to this accident is/are finding(s) 3,5,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1472

1/20/85

CARSON,NM

A/C Reg. No. N40TE

Time (Lcl) - 2315 MST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-EMS	DESTROYED						
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	-14 CFR 135	UNK/NR	Pass	1	Serious	Minor	None	
Accident Occurred During	-DESCENT			2	0	0	0	

-----Aircraft Information-----

Make/Model	- BELL 206 L-1	Eng Make/Model	- ALLISON 250C-28B	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4150	Engine Type	- TURBOSHAFT		
No. of Seats	- UNK/NR	Rated Power	- 435 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- FSS	OFF AIRPORT/STRIP	
Method	- ACFT RADIO		
Completeness	- FULL	Airport Data	
Basic Weather	- VMC	UNKNOWN	
Wind Dir/Speed	- 140/007 KTS	Runway Ident	- N/A
Visibility	- 3.000 SM	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 100 FT	Runway Surface	- N/A
Lowest Ceiling	- 100 FT OVERCAST	Runway Status	- N/A
Obstructions to Vision	- FOG		
Precipitation	- NONE		
Condition of Light	- NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total	- 14000
ME LAND, SE SEA	Months Since - 3	Make/Model	- 1500
HELICOPTER	Aircraft Type - 206 L-1	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
		Rotorcraft	- 14000

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE HELICOPTER CRASHED IN OPEN TERRAIN DURING A TURN TO REVERSE DIRECTION. WITNESSES STATED THE ACFT WAS HEADING NORTH AND WAS ON A CONVERGING COURSE WITH HIGH TENSION LINES THAT WERE ABOUT 80 TO 100 FT HIGH AND THE BELLY COUNTED SPOTLIGHT WAS ILLUMINATED WHEN IT PASSED OVERHEAD. THE HELICOPTER IMPACTED SNOW COVERED TERRAIN IN A STEEP DESCENDING BANK TO THE RIGHT AT A HIGH RATE OF SPEED ON A SOUTHERLY HEADING. THE POWER LINES SHOWED NO EVIDENCE OF HAVING BEEN STRUCK. THE ACCIDENT SITE WAS 300 FT EAST OF THE POWER LINES.

Brief of Accident (Continued)

File No. - 1472

1/20/85

CARSON, NM

A/C Reg. No. N40TE

Time (Lc1) - 2315 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER EVALUATION - POOR - PILOT IN COMMAND
 3. WEATHER CONDITION - FOG
 4. LIGHT CONDITION - DARK NIGHT
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - SNOW COVERED
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1498

4/16/85

GALLUP, NM

A/C Reg. No. N123BC

Time (Lcl) - 0715 MST

-----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 -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - BEECH 58TC
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6100
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-L
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 25.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ALBUQUERQUE, NM
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

GALLUP MUNI
Runway Ident - 24
Runway Lth/Wid - 6300/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND, ME LAND

Age - 52

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - 58-TC

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 6025	Last 24 Hrs	- 2
Make/Model	- 38	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 97
Multi-Eng	- 2000	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE INADVERTENTLY RAISED THE LANDING GEAR DURING THE LANDING ROLL.

Brief of Accident (Continued)

File No. - 1498

4/16/85

GALLUP,NM

A/C Reg. No. N123BC

Time (Lc1) - 0715 MST

Occurrence GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, 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. - 1527 7/04/85 LORDSBURG,NM A/C Reg. No. N4349Q Time (Lcl) - 1552 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	1	2

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

-----Aircraft Information-----

Make/Model - CESSNA 172L
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/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- 030/011 KTS
Visibility - 60.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WILCOX,AZ
Destination
EL PASO,TX

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

LORDSBURG
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 42

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 129	Last 24 Hrs	- 4
Make/Model-	UNK/NR	Last 30 Days-	24
Instrument-	6	Last 90 Days-	39

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID HE HAD ENCOUNTERED MODERATE TURBULENCE WHILE EN ROUTE & HIS PASSENGERS BECAME AIR SICK. HE DECIDED TO LAND AT THE NEAREST SUITABLE ARPT. THE LANDING WAS MADE WITHOUT INCIDENT. HOWEVER, WHILE TAXIING TO THE RAMP, THE AIRCRAFT ENCOUNTERED WHAT ONE WITNESS DESCRIBED AS A "WHIRL WIND" OR "DUST DEVIL" & WAS FLIPPED OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 1527

7/04/85

LORDSBURG, NM

A/C Reg. No. N4349Q

Time (Lc1) - 1552 MDT

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
-

Occurrence #2 NOSE OVER
Phase of Operation TAXI - FROM LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1470 7/07/85 TATUM,NM A/C Reg. No. N4203Y Time (Lcl) - 1750 MDT

-----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	1	0	0
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - ROLLADEN-SCHNEIDER LS-4	Eng Make/Model - N/A	ELT Installed/Activated - NO	N/A
Landing Gear - UNK/NR	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 1041	Engine Type - N/A		
No. of Seats - 1	Rated Power - N/A		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	HOBBS,NM	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 120/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 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 - FULL STOP	
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1300
SE LAND	Months Since - 16	Last 24 Hrs - 6
GLIDER	Aircraft Type - UNK/NR	Make/Model- 41
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 108

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT 7 MILES SW OF TATUM, NM, AN AREA OF "SINK" WAS ENCOUNTERED AND INSUFFICIENT ALT REMAINED TO GLIDE TO THE TATUM ARPT. AN APCH WAS THEN MADE (INTO THE SUN) FOR A LANDING IN A FLD. DURING THE LANDING FLARE, THE PLT NOTICED A ROW OF FENCE POSTS IN THE FLT PATH. AFRAID ONE OF THE FENCE WIRES WOULD CUT THROUGH THE COCKPIT, THE PLT PULLED UP IN AN ATTEMPT TO CLEAR THE FENCE. THE ACFT STALLED AT AN ALT OF APRX 6 FT AGL AND CONTACTED THE GROUND.

Brief of Accident (Continued)

File No. - 1470

7/07/85

TATUM,NM

A/C Reg. No. N4203Y

Time (Lc1) - 1750 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. OBJECT - FENCE
 2. LIGHT CONDITION - SUNGLARE
 3. CLEARANCE - ATTEMPTED - PILOT IN COMMAND
 4. PULL-UP - EXCESSIVE - PILOT IN COMMAND
 5. STALL - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1543 7/23/85 LOGAN,NM A/C Reg. No. N7685B Time (Lc1) - 0800 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BELLANCA 14-19-3
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - 2700
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-K
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - TV WX
Method - TV/RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SANTA ROSA,NM
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRAVEL
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 36
Biennial Flight Review
Current - YES
Months Since - 0
Aircraft Type - 14-19-2

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 140
Make/Model- 74
Instrument- 5
Last 24 Hrs - 1
Last 30 Days- 28
Last 90 Days- 49

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LOST DIRECTIONAL CONTROL WHILE LANDING ON A GRAVEL ROAD. SUBSEQUENTLY, THE ACFT WAS DAMAGED WHEN IT VEERED TO THE RIGHT & WENT INTO A DITCH.

Brief of Accident (Continued)

File No. - 1543

7/23/85

LOGAN, NM

A/C Reg. No. N7685B

Time (Lc1) - 0800 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DITCH
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1449 8/30/85 SANTA FE,NM A/C Reg. No. N63258 Time (Lcl) - 1459 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries
Fatal Serious Minor None

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire Crew Fatal Serious Minor None
NONE Pass 0 0 0 1
0 0 0 0

-----Aircraft Information-----

Make/Model - CESSNA 150M
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- 120/008 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - 7000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TAOS,NM
Destination
SANTA FE,NM

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
GO AROUND
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

SANTA FE COUNTY MUNIC
Runway Ident - 15
Runway Lth/Wid - 6304/ 6
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 18
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 - 23 Last 24 Hrs - UNK/NR
Make/Model- 22 Last 30 Days- UNK/NR
Instrument- 1 Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT EXPERIENCED A HARD LANDING WHILE ON A SOLO X-COUNTRY FLT. THE PLT REPORTED THE FLT HAD BEEN DELAYED UNTIL MID-AFTERNOON BECAUSE OF MECHANICAL PROBLEMS AT BY THAT TIME THE WINDS HAD PICKED UP. THE STUDENT PLT ALSO REPORTED HAVING LITTLE DUAL EXPERIENCE AND NO SOLO EXPERIENCE WITH X-WIND LANDINGS.

Brief of Accident (Continued)

File No. - 1449

8/30/85

SANTA FE,NM

A/C Reg. No. N63258

Time (Lc1) - 1459 MDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
 4. FLARE - MISJUDGED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1544 9/11/85 GALLUP, NM A/C Reg. No. N399KM Time (Lcl) - 1100 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA T210L	Eng Make/Model	- CONTINENTAL TS10-520-H	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 285 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 190/020 KTS</p> <p>Visibility - 25.0 SM</p> <p>Lowest Sky/Clouds - 20000 FT. THIN BKN</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>FARMINGTON, NM</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p>FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>GALLUP MUNI</p> <p>Runway Ident - 06</p> <p>Runway Lth/Wid - 6300/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>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-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 65</p> <p>Make/Model- 65</p> <p>Instrument- 2</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 65</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS RETURNING FROM A SOLO X-COUNTRY FLT. PRIOR TO LANDING, HE CALLED THE FSS & WAS ADVISED THAT THE WIND WAS FROM 190 DEG & WAS GUSTY. AS HE LANDED ON RWY 6, THE ACFT VEERED TO THE LEFT, WENT OFF THE RWY, HIT A RWY LIGHT & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 1544

9/11/85

GALLUP,NM

A/C Reg. No. N399KM

Time (Lc1) - 1100 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - TAILWIND
4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

8. OBJECT - RUNWAY LIGHT

----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. - 1421 7/06/85 RENO,NV A/C Reg. No. N200AW Time (Lcl) - 0950 PDT

-----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 - MEYERS 2000	Eng Make/Model - CONTINENTAL IO-520-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - UNK/NR	Last Departure Point FALLEN,NV	
Method - UNK/NR	Destination RENO,NV	Airport Data RENO
Completeness - UNK/NR	ATC/Airspace	Runway Ident - 34R
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - 9000/ 150
Wind Dir/Speed- 320/008 KTS	Type of Clearance - NONE	Runway Surface - CONCRETE
Visibility - 30.0 SM	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Lowest Sky/Clouds - CLEAR		
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1416
SE LAND,ME LAND,SE SEA	Months Since - 14	Last 24 Hrs - 7
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 275
		Instrument- 77
		Multi-Eng - 15
		Last 30 Days- UNK/NR
		Last 90 Days- 85
		Rotorcraft - 26

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A LOSS OF PWR OCCURRED JUST AS THE ACFT WAS ENTERING THE TRAFFIC PATTERN. THE ACFT WAS LANDED 650 FT SHORT OF THE RWY. THE REASON FOR THE PWR LOSS COULD NOT BE DETERMINED BY AN A & P MECHANIC. THE PLT DID NOT PLAN THE APCH ACCURATELY ENOUGH TO TOUCHDOWN ON ONE OF THE RWYS.

Brief of Accident (Continued)

File No. - 1421

7/06/85

RENO, NV

A/C Reg. No. N200AW

Time (Lc1) - 0950 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1441

7/16/85

DENIO,NV

A/C Reg. No. N2611G

Time (Lc1) - 0850 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	3

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL D-470-L
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - 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
MALIN,OR
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)
PRIVATE
SE LAND

Age - 44
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 700
Make/Model- 300
Instrument- 0
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

A LOSS OF PWR OCCURRED WHILE CRUISING ABOVE MOUNTAINOUS TERRAIN. DURING FORCED LANDING THE NOSE GEAR COLLAPSED AND THE ACFT NOSED OVER. THE ENG HAD JUST BEEN REBUILT LESS THAN 37 HRS PRIOR TO THE ACCIDENT. THE PLT STATED THAT A WEEK PRIOR TO THE ACCIDENT THE ENG CEASED OPERATING DURING A TAKEOFF RUN. THE PLT OMITTED THE FACT THAT AUTOMOTIVE FUEL WAS USED IN THIS ACFT. THE MECHANIC DISCOVERED THE FUEL DURING AN ENG EXAMINATION. NO MECHANICAL FAILURES/MALFUNCTIONS WERE DISCOVERED DURING THE EXAMINATION.

Brief of Accident (Continued)

File No. - 1441

7/16/85

DENIO,NV

A/C Reg. No. N2611G

Time (Lc1) - 0850 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)

1. FLUID,FUEL - IMPROPER
2. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1452

7/24/85

TUSCARORA, NV

A/C Reg. No. N8026R

Time (Lc1) - 1735 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	1	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - BEECHCRAFT A-24-R
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2750
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B
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 - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 240/015 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
PALO ALTO, CA
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 - VFR
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s).

PRIVATE
SE LAND

Age - 41

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 932	Last 24 Hrs	- 4
Make/Model	- 800	Last 30 Days	- UNK/NR
Instrument	- 156	Last 90 Days	- 48
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ATTEMPTING TO LAND ON A DIRT ROAD UPHILL AT ABOUT 6,200 FT WITH GEAR AND FLAPS DOWN A GO-AROUND WAS ATTEMPTED AT ABOUT 50 FT AGL WHEN THE PLT DECIDED NOT TO LAND. THE ACFT FAILED TO CLIMB AND A BARN WAS STRUCK BEFORE IT HIT THE GROUND. THE DENSITY ALT AT THE TIME WAS APRX 8,000 FT. THE LANDING GEAR WAS LEFT IN THE DOWN AND LOCKED POSITION DURING THE ATTEMPTED CLIMB.

Brief of Accident (Continued)

File No. - 1452

7/24/85

TUSCARORA,NV

A/C Reg. No. N8026R

Time (Lcl) - 1735 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. OBJECT - BUILDING(NONRESIDENTIAL)
2. TERRAIN CONDITION - RISING
3. FUEL TANK SELECTOR POSITION - NOT PERFORMED - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
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) 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. - 1566 8/15/85 SPARKS,NV A/C Reg. No. N27476 Time (Lcl) - 2247 PDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-WILLIAM HUTT	DESTROYED					
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Accident Occurred During	-LANDING			0	0	0	2

-----Aircraft Information-----

Make/Model	- PIPER PA-31-350	Eng Make/Model	- LYCOMING T10540J2VD	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 7000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 8	Rated Power	- 350 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	ELY,NV
Completeness	- N/A	Destination
Basic Weather	- VMC	RENO,NV
Wind Dir/Speed	- 280/007 KTS	ATC/Airspace
Visibility	- 12.0 SM	Type of Flight Plan
Lowest Sky/Clouds	- CLEAR	- NONE
Lowest Ceiling	- NONE	Type of Clearance
Obstructions to Vision	- NONE	- NONE
Precipitation	- NONE	Type Apch/Lndg
Condition of Light	- NIGHT(DARK)	- FORCED LANDING

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 5244	Last 24 Hrs - UNK/NR
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model - 105	Last 30 Days - 0
	Aircraft Type - UNK/NR	Instrument - 360	Last 90 Days - 199
		Multi-Eng - 2172	Rotorcraft - 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT EXHAUSTED FUEL ENROUTE TO DESTINATION DURING CROSS COUN TRY NIGHT FLGT. PLT ADVISED ATCT OF LOSS OF ENGINES ABOUT 20 MILES OUT. PLT MADE DEADSTICK LANDING ON HWY, STRUCK BRIDGE DIVIDER. NO FIRE OR REPORTED INJURES. INSPECTION DISCLOSED DRY FUEL TANKS.

Brief of Accident (Continued)

File No. - 1566

8/15/85

SPARKS,NV

A/C Reg. No. N27476

Time (Lc1) - 2247 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1440 5/29/85 BATAVIA, NY A/C Reg. No. N8966W Time (Lcl) - 2210 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injuries			
	Fire		0	Serious	Minor	None	
Type of Operation - PERSONAL	NONE	Crew	0	0	0	1	
Flight Conducted Under - 14 CFR 91		Pass	0	0	0	1	
Accident Occurred During - LANDING							

-----Aircraft Information-----

Make/Model - PIPER PA-28-235	Eng Make/Model - LYCOMING O-540-B4B5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	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 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 - NIGHT(DARK)	Itinerary Last Departure Point ROCHESTER, NY Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE	Airport Proximity ON AIRPORT Airport Data GENESEE CO Runway Ident - 28 Runway Lth/Wid - 4400/ 75 Runway Surface - ASPHALT Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 39 Biennial Flight Review Current - YES Months Since - 7 Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 137 Make/Model- 14 Instrument- 10 Last 24 Hrs - 0 Last 30 Days- UNK/NR Last 90 Days- 7
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS SUBSTANTIALLY DAMAGED DURING A FORCED LANDING FOLLOWING A LOSS OF PWR ON INITIAL TAKEOFF CLIMB. THE PLT REPORTED THAT AT AN ALT OF APRX 100 FT AGL, THE ENG QUIT OPERATING. A FORCED LANDING WAS MADE 100 YRDS OFF THE END OF RWY 28. INSPECTION OF THE ACFT AND ENG FAILED TO DISCLOSE ANY MECHANICAL FAILURES/MALFUNCTIONS WHICH WOULD HAVE RESULTED IN THE LOSS OF PWR.

Brief of Accident (Continued)

File No. - 1440

5/29/85

BATAVIA, NY

A/C Reg. No. N8966W

Time (Lc1) - 2210 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1427 6/15/85 RED HOOK,NY A/C Reg. No. N55490 Time (Lcl) - 1730 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

	Fatal	Serious	Minor	None
0	0	0	1	
0	0	0	0	

-----Aircraft Information-----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/010 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PISECO,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

SKY PARK
Runway Ident - 19
Runway Lth/Wid - 2666/ 30
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 62
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)	
Total	- 307
Make/Model-	UNK/NR
Instrument-	13
Last 24 Hrs -	3
Last 30 Days-	UNK/NR
Last 90 Days-	9

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CONTACTED TREES FOLLOWING A LOSS OF DIRECTIONAL CONTROL DURING A LANDING ROLL ON RWY 19.

Brief of Accident (Continued)

File No. - 1427

6/15/85

RED HOOK, NY

A/C Reg. No. N55490

Time (Lcl) - 1730 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

2. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1425 6/16/85 CHAMPLAIN, NY A/C Reg. No. N5621Z Time (Lcl) - 1600 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	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- PIPER PA-22-108	Eng Make/Model	- LYCOMING O-235-C1B	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1250	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 108 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	HIGHGATE, VT	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 170/004 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	Type of Clearance	- 2700
Obstructions to Vision	- NONE	- NONE	Runway Surface
Precipitation	- NONE	Type Apch/Lndg	- GRASS/TURF
Condition of Light	- DAYLIGHT	- STRAIGHT-IN	Runway Status
			- HIGH VEGETATION
			SOFT

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 249	Last 24 Hrs - 1
SE LAND	Months Since - 16	Make/Model - 119	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 44	Last 90 Days - 27

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LANDING IN A PASTURE WITH TALL GRASS, THE MAIN WHEELS CONTACTED THE GRASS, THE ACFT SLOWED RAPIDLY AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1425

6/16/85

CHAMPLAIN, NY

A/C Reg. No. N5621Z

Time (Lc1) - 1600 EDT

Occurrence #1 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1466 6/16/85 PERU,NY

A/C Reg. No. N44250

Time (Lcl) - 1030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - TAYLORCRAFT BC-12D
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1200
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - YES/NO
Stall Warning System - 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 - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PERU,NY
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

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 42

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 203	Last 24 Hrs	- 3
Make/Model	- 203	Last 30 Days	- UNK/NR
Instrument	- 0	Last 90 Days	- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER WHILE LANDING ON A PRIVATE SOD AIRSTRIP. THE PLT REPORTED TOUCHDOWN WAS MADE ON AN UNMOWED PORTION OF THE AIRSTRIP. THE ACFT SLOWED QUICKLY AND NOSED OVER JUST PRIOR TO COMING TO A STOP.

Brief of Accident (Continued)

File No. - 1466

6/16/85

PERU,NY

A/C Reg. No. N44250

Time (Lcl) - 1030 EDT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1490

8/25/85

LEWISTON, NY

A/C Reg. No. N18717

Time (Lcl) - 1950 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire

ON GROUND

Crew

Pass

1

0

0

0

0

0

0

0

-----Aircraft Information-----

Make/Model - CESSNA 150L

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1600

No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 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 - IMC

Wind Dir/Speed- 080/010 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - 700 FT

Lowest Ceiling - 700 FT BROKEN

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LOCKPORT, NY

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)

STUDENT

Age - 37

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 400

Make/Model- 400

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES REPORTED SEEING THE ACFT CIRCLING AT LOW ALTITUDES UP TO 30 MINUTES PRIOR TO THE ACCIDENT. ONE WITNESS STATED THE PLT APPEARED TO BE PERFORMING POWER STALLS AT AN ALT OF APRX 500 FT AGL. THE ACFT THEN ENTERED A SPIN AND DESCENDED TO GROUND IMPACT. NO EVIDENCE OF AN ACFT MALFUNCTION WAS DISCLOSED DURING THE POST ACCIDENT ACFT EXAMINATION.

Brief of Accident (Continued)

File No. - 1490

8/25/85

LEWISTON, NY

A/C Reg. No. N18717

Time (Lcl) - 1950 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. ALTITUDE - INADEQUATE - PILOT IN COMMAND
 2. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL/SPIN
 4. REMEDIAL ACTION - 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) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1516 6/24/85 ATLANTIC OCEAN, A/C Reg. No. N21ML Time (Lcl) - 1750 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	IN FLIGHT	Pass	0	0	0	1
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - PIPER PA-23-250	Eng Make/Model - LYCOMING IO-540-C4B5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAN JUAN,PR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FT.LAUDERDALE,FL	Runway Ident - N/A
Wind Dir/Speed- 090/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - VFR	Runway Status - N/A
Lowest Ceiling - 30000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4600
SE LAND,ME LAND,SE SEA	Months Since - 14	Make/Model- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 2500
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 1500

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PLT REPORTED THAT DURING AN OVERWATER FLT, A FIRE BEGAN IN THE FRONT SECTION OF THE ACFT WHILE HE WAS CRUISING AT 10,500 FT. HE RADIOED HIS POSITION ON THE EMERGENCY FREQ (121.5 MHZ) & SQUAWKED AN EMERGENCY CODE (7700) ON HIS TRANSPONDER. SUBSEQUENTLY, HE DITCHED THE ACFT IN THE ATLANTIC OCEAN & WAS RESCUED BY THE COAST GUARD ABOUT 4 HRS LATER. THE ACFT SANK IN THE OCEAN & WAS NOT RECOVERED; THEREFORE, THE CAUSE OF THE FIRE COULD NOT BE DETERMINED. THE PLT SUSPECTED THAT IT WAS AN ELECTRICAL FIRE.

Brief of Accident (Continued)

File No. - 1516

6/24/85

ATLANTIC OCEAN,

A/C Reg. No. N21ML

Time (Lc1) - 1750 AST

Occurrence #1 FIRE
Phase of Operation CRUISE

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,ROUGH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1423 7/12/85 BAHAMAS, A/C Reg. No. N8341L Time (Lcl) - UNK/NR

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	DESTROYED		Fatal	Injuries	
Type of Operation -PERSONAL	Fire	Crew	1	Serious	Minor
Flight Conducted Under -14 CFR 91	UNK/NR	Pass	3	0	0
Accident Occurred During -UNKNOWN				0	0

-----Aircraft Information-----

Make/Model - PIPER PA-32R-301	Eng Make/Model - LYCOMING IO-540-K1G5D	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - UNK/NR
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	OFF AIRPORT/STRIP
Method - N/A	NASSAU	
Completeness - N/A	Destination	Airport Data
Basic Weather - UNK/NR	OPA LOCKA, FL	
Wind Dir/Speed- 130/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 22000 FT	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - 22000 FT BROKEN	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 225
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT FAILED TO ARRIVE AT IT'S INTENDED DESTINATION ON A FLT FROM NASSAU, BAHAMAS TO OPA LOCKA ARPT, MIAMI, FL. THE ACFT WAS REPORTED MISSING BY THE MIAMI FSS. THE U.S. COAST GUARD INITIATED A SEARCH ON 07-12-85 AT ABOUT 1831 EDT & SEARCH WAS SUSPENDED ON 07-17-85. THE WHEREABOUTS OF THE FOUR OCCUPANTS ARE UNKNOWN & THEY ARE PRESUMED FATAL. THE ACFT IS MISSING & THE DAMAGE INDEX IS PRESUMED TO BE DESTROYED.

Brief of Accident (Continued)

File No. - 1423

7/12/85

BAHAMAS,

A/C Reg. No. N8341L

Time (Lcl) - UNK/NR

Occurrence MISSING AIRCRAFT
Phase of Operation UNKNOWN

Finding(s)

1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1461 2/10/85 PORTSMOUTH,OH A/C Reg. No. N2961L Time (Lc1) - 1325 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	2	0	0	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - MOONEY M20C	Eng Make/Model - LYCOMING O-360-A1D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2575	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	PORTSMOUTH,OH	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CHEASAPEAKE,OH	Runway Ident - N/A
Wind Dir/Speed- 150/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 10000 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 9700
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS MANEUVERING AT ABOUT 500 FT AGL WHEN WITNESSES REPORTED WHAT THEY BELIEVED TO BE AN ENG MALFUNCTION. THE ACFT THEN ENTERED A SPIN AND IMPACTED IN AN OPEN FLD OUT OF CONTROL. A CONCLUSIVE CAUSE OF AN ENG MALFUNCTION COULD NOT BE DETERMINED DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 1461

2/10/85

PORTSMOUTH, OH

A/C Reg. No. N2961L

Time (Lc1) - 1325 EST

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)
1. UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)
2. AIRSPEED - NOT MAINTAINED -
3. STALL/MUSH - 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1409 6/06/85 CLEVELAND, OH A/C Reg. No. CFFLC Time (Lcl) - 0015 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	0	0	0	0	0

Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Accident Occurred During -UNKNOWN

Fire
UNK/NR

-----Aircraft Information-----

Make/Model - BEECH E18S
Landing Gear - TAILWHEEL-ALL RETRACTABLE
Max Gross Wt - 9700
No. of Seats - UNK/NR

Eng Make/Model - P&W R985-AN14B
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 210/004 KTS
Visibility - 20.0 SM

Lowest Sky/Clouds -
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
OSHAWA, CD
Destination
CLEVELAND, OH

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
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
SE LAND, ME LAND

Age - 29
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - DC-3

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 5131 Last 24 Hrs - 3
Make/Model- 340 Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- 219
Multi-Eng - 4807 Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT DEPARTED & PROCEEDED EN ROUTE WITHOUT INCIDENT. RADAR & RADIO CONTACT WAS MAINTAINED UNTIL THE FLT PROCEEDED OVER LAKE ERIE. THE FLT DID NOT ARRIVE AT IT'S DESTINATION. THE ACFT IS PRESUMED TO HAVE CRASHED IN LAKE ERIE. ONE IDENTIFIABLE 3 FT X 4 FT SECTION OF FLOOR PANEL WAS LOCATED. TWO SMALLER PIECES OF WRECKAGE WERE ALSO FOUND WHICH MAY HAVE BEEN PORTIONS OF CFFIC.

Brief of Accident (Continued)

File No. - 1409

6/06/85

CLEVELAND, OH

A/C Reg. No. CFFLC

Time (Lc1) - 0015 EDT

Occurrence MISSING AIRCRAFT
Phase of Operation UNKNOWN

Finding(s)
1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1475 7/07/85 AKRON, OH A/C Reg. No. N7841G Time (Lcl) - 1640 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
1
1

-----Aircraft Information-----

Make/Model - CESSNA 172L
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 300/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 50000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NORFOLK, VA
Destination
AKRON, OH

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 34
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 90
Last 24 Hrs - 4
Make/Model- 90
Last 30 Days- UNK/NR
Instrument- 2
Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED TREES DURING A FORCED LANDING IN A CEMETERY FOLLOWING A LOSS OF PWR WHILE ON FINAL APCH AT AKRON FULTON ARPT. AFTER THE ACCIDENT, 10 GALLONS OF FUEL WERE ADDED TO THE ACFT AND THE ENG OPERATED NORMALLY WHEN STARTED. AN A&P MECHANIC INSPECTED THE ACFT AND REPORTED THE GROUND FOR THE TRANSFER PUMP FROM THE REAR AUX TANK TO THE RIGHT MAIN TANK WAS DISCONNECTED AND THE PUMP WAS INOP. ALSO, THE FUEL QUANTITY GAGE FOR THE AUX TANK WAS INOP.

Brief of Accident (Continued)

File No. - 1475

7/07/85

AKRON, OH

A/C Reg. No. N7841G

Time (Lc1) - 1640 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. FUEL SYSTEM,PUMP - INOPERATIVE
 2. FUEL SUPPLY - IMPROPER - PILOT IN COMMAND
 3. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - INOPERATIVE
 4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 5. FLUID,FUEL - STARVATION
 6. MAINTENANCE,INSPECTION OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5

Factor(s) relating to this accident is/are finding(s) 2,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1585 7/16/85 MECHANICSTOWN, OH A/C Reg. No. N717J Time (Lcl) - 1154 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During - LANDING			0	0	0

-----Aircraft Information-----

Make/Model - JOHN H. MC CLAIN, JR. RAND KR2	Eng Make/Model - REVMASER 2100D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MCCLAIN
Wind Dir/Speed- 320/010 KTS	ATC/Airspace	Runway Ident - 06
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 50
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 66	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - NO	Total - 2909
SE LAND	Months Since - 0	Make/Model- 85
GLIDER	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED SHORT OF THE RWY AFTER A POWER LOSS. THE PLT SAID HE WAS APPROACHING TO LADN AT 1800 RPM WHEN HE ADDED POWER TO CLEAR SOME POWER LINES. THE ENG DID NOT RESPOND AND THE ACFT WAS FLOWN UNDER THE WIRES WHERE IT COLLIDED WITH A TREE DURING LANDING SHORT. AFTER ACC INVESTIGATION SHOWED NO ABNORMALTIES IN EQUIPMENT.

Brief of Accident (Continued)

File No. - 1585

7/16/85

MECHANICSTOWN, OH

A/C Reg. No. N717J

Time (Lcl) - 1154 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
-

Occurrence #2 UNDERSHOOT
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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1536 7/28/85 SHARONVILLE, OH A/C Reg. No. N51405 Time (Lcl) - 1930 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	1	0
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During - LANDING					0

-----Aircraft Information-----

Make/Model - CESSNA 150J	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	BELLAIRE, MI	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	CINCINNATI, OH	BLUE ASH
Wind Dir/Speed- CALM	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 - N/A
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE	FORCED LANDING	
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 176
SE LAND	Months Since - 1	Make/Model- 39
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, THE ENG QUIT 4 HRS INTO THE FLT DUE TO "APPARENT FUEL EXHAUSTION." HE HAD ENTERED THE BLUE ASH TRAFFIC PATTERN INSTEAD OF GOING TO HIS ORIGINAL DESTINATION BECAUSE HIS FUEL GAGES READ 1/8 FULL INSTEAD OF 1/4 FULL AS HE HAD EXPECTED. THE ENG STOPPED IN THE TRAFFIC PATTERN AT 800 FEET AGL. DURING A FORCED LANDING, THE PLT STALLED THE PLANE INTO THE TREES & IT FELL TO THE GROUND AFTER TREE IMPACT. HE PLANNED HIS FUEL ON DATA IN THE PLT'S HANDBOOK WHICH CALLED FOR AN ENDURANCE TIME OF OVER 5 HRS AT 45% POWER. THE AMBIENT TEMPERATURE WAS 12 DEG ABOVE STANDARD. THE HANDBOOK SAID TO INCREASE FUEL CONSUMPTION 10% FOR EVERY 8 DEG ABOVE STANDARD DAY TEMPERATURE.

Brief of Accident (Continued)

File No. - 1536

7/28/85

SHARONVILLE, OH

A/C Reg. No. N51405

Time (Lc1) - 1930 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
 2. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
 3. FLUID, FUEL - EXHAUSTION
 4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. TERRAIN CONDITION - NONE SUITABLE
-

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. OBJECT - TREE(S)
-

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1577 8/17/85 WREN, OH A/C Reg. No. N4253F Time (Lcl) - 1430 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
DESTROYED

Fire NONE

Crew 0
Pass 0

Fatal	Injuries			None
	Serious	Minor		
0	1	0	0	0
0	0	0	0	0

-----Aircraft Information-----

Make/Model - UNKNOWN QUICKIE
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - ONAN UNKNOWN ENG
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 18 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 180/007 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 4000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LIMA, OH

Destination

VAN WERT, OH

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

VAN WERT MUNICIPAL

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - GRASS/TURF

Runway Status - DRY

FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 36

Biennial Flight Review

Current - YES

Months Since - 21

Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - 55 Last 24 Hrs - 3

Make/Model- 4 Last 30 Days- 7

Instrument- 2 Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

ON AUGUST 17, 1985 AT ABOUT 1442 EDT, A Q2 QUICKIE (HOMEBUILT) N4253F, REGISTERED TO GARY A. MOSER AND FLOWN BY KEITH W. MOSER CRASHED WHILE PERFORMING MANEUVERS 1/2 MILE SOUTHEAST OF WREN, OHIO, WHILE ON A PERSONAL FLIGHT. VFR METEOROLOGICAL CONDITIONS PREVAILED AND NO FLIGHT PLAN WAS FILED. THE AIRPLANE WAS DESTROYED AND THE PILOT RECEIVED SERIOUS INJURY. THE FLIGHT ORIGINATED FROM THE VAN WERT AIRPORT, VAN WERT, OHIO, ON AUGUST 17, 1985 AT ABOUT 1415 EDT. SEVERAL WITNESSES REPORTED THE AIRCRAFT FLYING VERY LOW.

Brief of Accident (Continued)

File No. - 1577

8/17/85

WREN,OH

A/C Reg. No. N4253F

Time (Lc1) - 1430 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 2. LOW PASS - PERFORMED - PILOT IN COMMAND
 3. MANEUVER - MISJUDGED - PILOT IN COMMAND
 4. STALL - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1444 8/29/85 GERMANTOWN, OH A/C Reg. No. N53982 Time (Lcl) - 1930 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries			
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During -LANDING			0	0	0	1	0

-----Aircraft Information-----

Make/Model - BELLANCA 8KCAB	Eng Make/Model - LYCOMING IO-320	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	HUMMEL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - N/A
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 676
SE LAND	Months Since - 6	Make/Model- 16
	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-----

ON RETURN TO THE AIRFIELD, THE ACFT LOST PWR IN THE TURN TO FINAL APCH. THE PLT TURNED TO AN UNPREPARED FLD IN ORDER TO AVOID OBSTACLES. DURING THE LANDING ROLL THE ACFT STRUCK A FENCE POST AND FENCE. THE PLT STATED THE ACCIDENT COULD HAVE BEEN AVOIDED BY MAKING CERTAIN SUFFICIENT FUEL WAS ON BOARD THE ACFT.

Brief of Accident (Continued)

File No. - 1444

8/29/85

GERMANTOWN, OH

A/C Reg. No. N53982

Time (Lc1) - 1930 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)
1. FLUID, FUEL - EXHAUSTION
2. IN-FLIGHT PLANNING/DECISION - 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. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1570

4/30/85

YUKON, OK

A/C Reg. No. N66H

Time (Lcl) - 1330 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Fire	1	0	0	0
Crew				
Pass	0	0	0	0

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - HOLDER MIDGET MUSTANG I

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1095

No. of Seats - 1

Eng Make/Model - LYCOMING O-290-G

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 125 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- 310/010 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds -

Lowest Ceiling - 3000 FT BROKEN

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

PAGE

Runway Ident - 35

Runway Lth/Wid - 3500/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN
TOUCH AND GO

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 27

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - 152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 99 Last 24 Hrs - 1

Make/Model- 1 Last 30 Days- 2

Instrument- 1 Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE RELATIVELY LOW TIME PILOT (99 TOTAL HOURS) HAD NO RECORDED EXPERIENCE IN HIGH PERFORMANCE AIRCRAFT. HE HAD JUST PURCHASED THE MIDGET MUSTANG AND HAD PRACTICED BOTH LOW AND HIGH SPEED TAXI RUNS ON TWO OCCASIONS IN THE AIRCRAFT. HE WAS OBSERVED TO MAKE ONE TAKEOFF AND LANDINGS JUST PRIOR TO THE CRASH. THE AIRCRAFT APPARENTLY WAS TURNING BASE FOR ITS THIRD LANDING WHEN IT STALLED AND THE PILOT LOST CONTROL. THE AIRCRAFT THEN ENTERED A NOSE DOWN HIGH SPEED DIVE AND IMPACTED THE GROUND BEFORE RECOVERY COULD BE COMPLETED.

Brief of Accident (Continued)

File No. - 1570

4/30/85

YUKON,OK

A/C Reg. No. N66H

Time (Lc1) - 1330 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 3. 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

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. - 1414 2/05/85 ASHLAND,OR A/C Reg. No. N3559Y Time (Lcl) - 0732 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

Fatal
1
3

Injuries
Serious Minor
0 0
0 0

None
0
0

-----Aircraft Information-----

Make/Model - CESSNA 182-F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 320/003 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 3800 FT OVERCAST
Obstructions to Vision- SMOKE
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MEDFORD,OR

Destination
REDDING,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 - 43
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - C-182F

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 1939 Last 24 Hrs - 1
Make/Model- UNK/NR Last 30 Days- 43
Instrument- 184 Last 90 Days- 67
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS BRIEFED REGARDING WEATHER AND EXPECTED FLT CONDITIONS BTW MEDFORD AND REDDING. THE BRIEFING INCLUDED A FORECAST FOR IMPROVING CONDITIONS APPROACHING THE DESTINATION AS WELL AS POSSIBLE ICING EN ROUTE. THE ACFT DEPARTED MEDFORD CARRYING APRX 970 LBS (OCCUPANTS/CARGO) AND 4.5 HRS OF FUEL. (THE ACFT USES APRX 15 GHP.) THE ACFT USEFUL LOAD WEIGHT WAS APRX 1111 POUNDS. DURING THE CLIMB IN INSTRUMENT CONDITIONS THE PILOT REPORTED LOSING ALTITUDE AND POWER AND EXECUTED A COURSE REVERSAL TO RETURN TO MEDFORD. THE ACFT IMPACTED IN A STEEP, NOSE LOW ATTITUDE. THERE WAS NO EVIDENCE OF MECHANICAL MALFUNCTION WITH EITHER THE ENGINE OR AIRFRAME.

Brief of Accident (Continued)

File No. - 1414

2/05/85

ASHLAND,OR

A/C Reg. No. N3559Y

Time (Lc1) - 0732 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS

Occurrence #2 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CLIMB - TO CRUISE

Finding(s)

2. UNDETERMINED

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT

Finding(s)

3. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
4. SPIRAL - UNCONTROLLED - PILOT IN COMMAND

Occurrence #4 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) 2,4

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. - 1428 6/02/85 TOUGHKENAMON,PA A/C Reg. No. N5288G Time (Lcl) - 0845 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Crew
Pass
NONE

-----Aircraft Information-----

Make/Model - CESSNA 305A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2100
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-470-11B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 635 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- 226/005 KTS
Visibility - 18.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MIDDLETOWN,DE
Destination
TOUGHKENAMON,PA

Airport Proximity
ON AIRPORT

Airport Data

NEW GARDEN
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
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)
ATP,CFI
SE LAND,SE SEA

Age - 53
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 55563 Last 24 Hrs - 2
Make/Model- 108 Last 30 Days- UNK/NR
Instrument- 1263 Last 90 Days- 82
Multi-Eng - 2766 Rotorcraft - 4

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT GROUND LOOPED DURING A LANDING ROLL ON A SOD RWY. THE PLT STATED THAT DURING THE LANDING ROLL, IT FELT AS IF THE RIGHT MAIN GEAR CONTACTED A KNOLL OF GRASS RESULTING IN THE ACFT GROUND LOOPING TO THE RIGHT.

Brief of Accident (Continued)

File No. - 1428

6/02/85

TOUGHKENAMON, PA

A/C Reg. No. N5288G

Time (Lc1) - 0845 EDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2

Brief of Accident

File No. - 1523 6/06/85 BUTLER, PA A/C Reg. No. N2669Z Time (Lcl) - 1015 EDT

-----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
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2

-----Aircraft Information-----

Make/Model - CESSNA 340A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5990
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-NB
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - 99.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BUTLER, PA
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

BUTLER CO.
Runway Ident - 25
Runway Lth/Wid - 4000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
ME LAND

Age - 67
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 1650	Last 24 Hrs	- 4
Make/Model-	716	Last 30 Days-	UNK/NR
Instrument-	380	Last 90 Days-	34
Multi-Eng	- 1275		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT PRIOR TO THE FLT, HE MADE THE USUAL PREFLIGHT CHECK & LOCKED THE LEFT FORWARD, NOSE BAGGAGE DOOR. DURING THE TAKEOFF ROLL, THE LEFT FORWARD BAGGAGE DOOR OPENED & LOCKED IN AN UPRIGHT POSITION. THE PLT ABORTED THE TAKEOFF, BUT THERE WAS INSUFFICIENT RWY REMAINING TO STOP. AFTER DEPARTING THE DEPARTURE END OF THE RWY, THE ACFT BECAME AIRBORNE AS IT WENT OVER A BANK, THEN WAS DAMAGED WHEN IT TOUCHED DOWN ON A SLIGHT DOWNSLOPE. A FIRE ERUPTED IN THE LEFT TIP TANK AREA AFTER THE ACFT CAME TO REST. AN EXAM OF THE ACFT REVEALED THAT THE LEFT AIRFRAME SUPPORT CHANNEL FOR THE BAGGAGE DOOR WAS BENT. THIS ALLOWED THE DOOR TO BE CLOSED TO THE LOCKED POSITION WITHOUT BEING PROPERLY ENGAGED.

Brief of Accident (Continued)

File No. - 1523

6/06/85

BUTLER,PA

A/C Reg. No. N2669Z

Time (Lc1) - 1015 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. FUSELAGE,CARGO COMPARTMENT - BENT
2. DOOR,CARGO - NOT ENGAGED
3. DOOR,CARGO - OPEN

Occurrence #2 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

4. ABORTED TAKEOFF
5. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

6. TERRAIN CONDITION - DIRT BANK
7. TERRAIN CONDITION - DOWNHILL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5

Factor(s) relating to this accident is/are finding(s) 6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1525	7/14/85	TIOGA, PA	A/C Reg. No. N7934P	Time (Lcl) - 1741 EDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries	None
	DESTROYED		Serious	
Type of Operation -PERSONAL	Fire	Crew 1	Minor	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 1	0	0
Accident Occurred During -LANDING			0	0

-----Aircraft Information-----

Make/Model - PIPER PA-24-250	Eng Make/Model - LYCOMING O-540-A1D5	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	DETROIT, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HUGHES
Wind Dir/Speed- 215/010 KTS	ATC/Airspace	Runway Ident - 01
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2150/ 75
Lowest Sky/Clouds - 10000 FT	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 10000 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 - 65	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1200
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT INITIATED A DOWNWIND LANDING ON A GRASS RWY THAT SLOPED MOSTLY UPHILL, BUT BEGAN SLOPING DOWNHILL AT ITS DEPARTURE END. A WITNESS NEAR THE APCH END OF THE 2150 FT RWY WATCHED THE ACFT TOUCH DOWN BEYOND ITS MIDPOINT, THEN DISAPPEAR OVER ITS CRESTED END. A WITNESS NEAR THE DEPARTURE END HEARD THE ACFT & "TURNED TO WATCH THE PLANE TAKEOFF." HE STATED THAT THE ACFT WAS HEADED TOWARD TREES & THAT IT LOOKED LIKE THE PLT WAS TRYING TO PULL UP. SUBSEQUENTLY, THE ACFT COLLIDED WITH THE TREES ON DOWNSLOPING TERRAIN, CRASHED & BURNED. ONE PASSENGER, THE PLT'S SON, SURVIVED THE CRASH, BUT DIED LATER DUE TO THE INJURIES & BURNS. AN EXAM OF THE CRASH AREA REVEALED THAT THE ACFT HAD HIT A BARB WIRE FENCE. ONE OF THE PROP BLADES HAD A BARB WIRE RADIUS NICK MARK ON ITS LEADING EDGE. PREVIOUSLY, THE PLT HAD STATED THAT AT THIS ARPT, HE PREFERRED TO ALWAYS LAND UPHILL, REGARDLESS OF THE WIND. THE WIND AT THE TIME OF THE ACCIDENT WAS REPORTED TO BE FROM 215 DEG AT 10 GUSTING 15 KTS.

Brief of Accident (Continued)

File No. - 1525

7/14/85

TIOGA, PA

A/C Reg. No. N7934P

Time (Lcl) - 1741 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
5. GO-AROUND - DELAYED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

6. OBJECT - FENCE

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

7. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1600 7/19/85 ERIE, PA A/C Reg. No. N71MA Time (Lc1) - 0343 EDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-DON EVANS	DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	1	0	0	0
Flight Conducted Under	-14 CFR 135	UNK/NR	Pass	1	0	0	0
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model	- SMITH AEROSTAR 601	Eng Make/Model	- LYCOMING IO-540-S1AS	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 5700	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- UNK/NR	Rated Power	- 290 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method	- N/A	LOUISVILLE, KY	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	CLEVELAND, OH	
Wind Dir/Speed	- 160/007 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- IFR
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- IFR
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- NIGHT(DARK)		

-----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	- UNK/NR	Total
SE LAND, ME LAND	Months Since	- 0	3200
	Aircraft Type	- UNK/NR	Make/Model
			22
			Instrument
			284
			Multi-Eng
			1800

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A NORMAL IFR CRUISE FLIGHT, THE PILOT OF AIR OHIO FLIGHT 21, DID NOT RESPOND TO ATC INSTRUCTIONS. AIR OHIO FLIGHT 21 CONTINUED FOR 40 MINUTES WITH NO REPLY AND WITHOUT DEVIATION IN ALTITUDE OR HEADING UNTIL THE DISCRETE TARGET DISAPPEARED FROM RADAR OVER LAKE ERIE. THE PILOT HAD NOT SLEPT FOR APPROXIMATELY 30 HOURS PRIOR TO THE LOSS OF COMMUNICATION RESPONSE.

Brief of Accident (Continued)

File No. - 1600

7/19/85

ERIE, PA

A/C Reg. No. N71MA

Time (Lc1) - 0343 EDT

Occurrence #1 UNDETERMINED
Phase of Operation CRUISE - NORMAL

Finding(s)

1. RADIO COMMUNICATIONS - NOT MAINTAINED - PILOT IN COMMAND
 2. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. TERRAIN CONDITION - WATER, ROUGH
 4. IMPROPER DECISION, FATIGUE (LACK OF SLEEP) - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1551 7/31/85 MACUNGIE, PA A/C Reg. No. N34672 Time (Lc1) - 1420 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
DESTROYED

Fire
NONE

Crew
Pass

Fatal
1
0

Injuries
Serious Minor
0 0
0 0

None
0
0

-----Aircraft Information-----

Make/Model - CESSNA C-177B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1F6D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 180 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 - IMC
Wind Dir/Speed- 080/006 KTS
Visibility - 1.500 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 300 FT BROKEN
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PROSPECTVILLE, PA
Destination
ALLENTOWN, PA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 44
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - C-177

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 1587 Last 24 Hrs - UNK/NR
Make/Model- 63 Last 30 Days- UNK/NR
Instrument- 43 Last 90 Days- UNK/NR
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES SAW THE ACFT DESCEND IN A NEAR NOSE DIVE ATTITUDE DURING A SEVERE THUNDERSTORM. THE PLT WAS NOT IN RADIO COMMUNICATION WITH GND FACILITIES. EXAMINATION OF THE ACFT DID NOT DISCLOSE EVIDENCE OF MALFUNCTION. THERE WAS NO EVIDENCE OF PLT IMPAIRMENT OR INCAPACITATION. THERE WAS NO RECORD OF THE PLT RECEIVING A WX BRIEFING. THE FLIGHT DIST. BETWEEN THE DESTINATION AND DEPARTURE ARPTS IS 32 MIS. THE ACCIDENT OCCURED 28 MIS FROM THE DEPARTURE ARPT. VFR WX CONDITIONS PREVAILED AT THE DEPARTURE ARPT.

Brief of Accident (Continued)

File No. - 1551

7/31/85

MACUNGIE,PA

A/C Reg. No. N34672

Time (Lc1) - 1420 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. PLANNING-DECISION - POOR - PILOT IN COMMAND
2. METEOROLOGICAL SERVICE - NOT USED - PILOT IN COMMAND
3. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
4. WEATHER CONDITION - THUNDERSTORM

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. OBJECT - RESIDENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1530 8/02/85 ZELIENOPLE, PA A/C Reg. No. N85JP Time (Lcl) - 1430 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
DESTROYED

Fire
ON GROUND

Crew
Pass

Fatal
1
1

Injuries
Serious
0
0

Minor
0
0

None
1
1

-----Aircraft Information-----

Make/Model - JAMES POSTLEWAIT RV-4
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

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 - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 060/006 KTS
Visibility - 15.0 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
BUTLER, PA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ZELIENOPLE MUNI
Runway Ident - 35
Runway Lth/Wid - 4560/ 75
Runway Surface - ASPHALT
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 48

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - 1500
Make/Model- 125
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-----

A WITNESS REPORTED THAT WHEN THE ACFT WAS DEPARTING, THE TAKEOFF RUN & BEGINNING OF THE CLIMB APPEARED TO BE NORMAL. HOWEVER, AT ABOUT 300 TO 400 FT AGL, THE LEFT WING DROPPED & THE ACFT PIVOTED TO THE LEFT, THEN THE PLANE CRASHED IN A STEEP NOSE DOWN DESCENT. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 1530

8/02/85

ZELIENOPLE,PA

A/C Reg. No. N85JP

Time (Lc1) - 1430 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1531 8/06/85 NEW OXFORD, PA A/C Reg. No. N168FJ Time (Lcl) - 1030 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
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - JONES / MARQUART MA-5
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 2

Eng Make/Model - LYCOMING HIO-360-C1E
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 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 - 090/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
THOMASVILLE, PA
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 56
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BEFORE FLYING A SHORT DISTANCE TO THOMASVILLE TO REFUEL, THE PLT ADDED 3 TO 4 GAL OF AUTO FUEL TO THE ACFT. AT THOMASVILLE, THE ACFT WAS SERVICED WITH 20.1 GAL OF AVIATION FUEL. WHILE TAXIING TO TAKEOFF, THE ENG STOPPED & WAS RESTARTED TWICE. AFTER DEPARTING THOMASVILLE, THE PLT FLEW TO THE VICINITY OF A FRIEND'S FARM ABOUT 11.5 MI AWAY. WHILE MANEUVERING IN THAT AREA AT ABOUT 300 FT AGL, THE ENG SPUTTERED, STOPPED & RESTARTED SEVERAL TIMES. A WITNESS REPORTED THAT THE ACFT WAS GRADUALLY LOSING ALT & SPEED WHEN IT SUDDENLY MADE A "NOSE DIVE INTO THE GROUND." ABOUT 20 SEC AFTER IMPACTING, A FIRE ERUPTED. THE PLT WAS FOUND ABOUT 30 FT FROM THE WRECKAGE SUFFERING FROM INJURIES & BURNS. HE WAS HOSPITALIZED, BUT DIED 23 DAYS LATER. THE PASSENGER DIED ON IMPACT & THE ACFT WAS DEMOLISHED BY FIRE. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 1531

8/06/85

NEW OXFORD, PA

A/C Reg. No. N168FJ

Time (Lc1) - 1030 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1526 8/27/85 READING, PA A/C Reg. No. N2901S Time (Lcl) - 1240 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150G	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ZANESVILLE, OH	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	POTTSTOWN, PA	Runway Ident - N/A
Wind Dir/Speed- 280/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - VFR	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 137
SE LAND	Months Since - 1	Last 24 Hrs - 5
	Aircraft Type - C-150	Make/Model- 137
		Last 30 Days- 19
		Instrument- 4
		Last 90 Days- 45

Instrument Rating(s) - NONE

-----Narrative-----

DURING A DESCENT FOR LANDING, THE ENG LOST POWER & THE PLT MADE A FORCED LANDING IN A GRASS FIELD. HOWEVER, THE GRASS WAS DAMP & THE PLT WAS UNABLE TO STOP THE ACFT BEFORE IT HIT A CYCLONE FENCE. ACCORDING TO THE LOCAL TOWNSHIP POLICE, THE PLT STATED THE ACFT RAN OUT OF FUEL.

Brief of Accident (Continued)

File No. - 1526

8/27/85

READING, PA

A/C Reg. No. N2901S

Time (Lc1) - 1240 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. FLUID, FUEL - EXHAUSTION
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - WET
 5. 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

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. - 1594

7/18/85

SAN JUAN, PR

A/C Reg. No. N3714W

Time (Lcl) - 1450 AST

-----Basic Information-----

Type Operating Certificate	COMMUTER	Aircraft Damage						
Name of Carrier	-FLEMENCO AIRWAYS, INC.	SUBSTANTIAL						
Type of Operation	-SCHEDULED, DOMESTIC, PAX/CARGO	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1	
Accident Occurred During	-TAXI		Other	1	0	0	0	

-----Aircraft Information-----

Make/Model	- PIPER PA-32-260	Eng Make/Model	- LYCOMING O-540-E4B5	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 260 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRPORT	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 060/011 KTS	LUIS MUNOX MARIN	
Visibility	- 15.0 SM	Runway Ident	- UNK/NR
Lowest Sky/Clouds	- 2500 FT SCATTERED	Runway Lth/Wid	- UNK/NR
Lowest Ceiling	- NONE	Runway Surface	- ASPHALT
Obstructions to Vision	- NONE	Runway Status	- DRY
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current - YES	Total - 8400	Last 24 Hrs - 1
SE LAND, ME LAND	Months Since - 1	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - PA32	Instrument - 854	Last 90 Days - 40
		Multi-Eng - 7860	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS TAXIING NORTHBOUND ON THE NORTH-SOUTH TAXIWAY AND COLLIDED WITH THE VEHICLE MOVING WESTBOUND ALONG THE EAST-WEST ACCESS ROAD. THE ACCESS ROAD IS A DESIGNATED NON-MOVEMENT AREA UNDER THE CONTROL OF THE PUERTO RICO PORT AUTHORITY. THE PLT STATED HE NEVER SAW THE SLOW MOVING VEHICLE COMING FROM THE EAST. THE CONTROL GUARD STATED THAT THE DRIVER OF THE VEHICLE FAILED TO YIELD AT THE STOP SIGN LOCATED ON THE EAST SIDE OF THE TAXIWAY.

Brief of Accident (Continued)

File No. - 1594

7/18/85

SAN JUAN, PR

A/C Reg. No. N3714W

Time (Lcl) - 1450 AST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. OBJECT - VEHICLE
3. PROCEDURES/DIRECTIVES - DISREGARDED - DRIVER OF VEHICLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1485 9/13/85 BLOCK ISLAND,RI A/C Reg. No. N1423E Time (Lcl) - 2045 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -UNKNOWN

Aircraft Damage
DESTROYED

Fire
UNK/NR

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES-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- 310/002 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
BLOCK ISLAND,RI
Destination
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

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 - 24
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-172N

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 180	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 DEPARTED LONG ISLAND ON A VFR FLT PLAN FOR BLOCK ISLAND. THE PLT DID NOT CLOSE THE FLT PLAN AFTER ARRIVAL AT BLOCK ISLAND AND DEPARTED BLOCK ISLAND WITHOUT REFILING A FLT PLAN. THE FLT DEPARTED BLOCK ISLAND AT NIGHT TO THE EAST OVER THE OCEAN AND HAS NOT BEEN LOCATED. A WITNESS ON THE ISLAND SAW WHAT WAS BELIEVED TO BE ACFT LIGHTS GO INTO THE OCEAN THE EVENING THE ACFT DEPARTED. THE FOLLOWING AFTERNOON A FISHING VESSEL RECOVERED A WHEEL ASSEMBLY THAT WAS BROKEN OFF THE ACFT. BOTH ACFT AND OCCUPANTS HAVE NOT BEEN LOCATED.

Brief of Accident (Continued)

File No. - 1485

9/13/85

BLOCK ISLAND, RI

A/C Reg. No. N1423E

Time (Lc1) - 2045 EDT

Occurrence MISSING AIRCRAFT
Phase of Operation UNKNOWN

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. UNDETERMINED
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1538 5/27/85 SENECA, SC A/C Reg. No. N7161S Time (Lcl) - 1347 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED

Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA R182
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
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/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- 220/010 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
GREENVILLE, SC
Destination
CHICAGO, IL

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 - 48
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 80	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-----

DURING FLT, THE PLT WAS OBSERVED TO MAKE A LOW PASS OVER LAKE KEOWEE NEAR A FRIEND'S HOUSEBOAT. THE OWNER OF THE HOUSEBOAT STATED THAT THE ACFT WAS FLYING LOW OFF HIS RIGHT SIDE WHEN THE ACFT STRUCK THE WATER. ANOTHER WITNESS ALSO SAW THE ACFT FLYING AT TREETOP LEVEL OVER HIS POSITION. HE SAW THE ACFT GETTING LOWER & HE EXPECTED THE PLT TO PULL UP, BUT HE DIDN'T. ALSO, HE REPORTED THAT THE ENG WAS OPERATING NORMALLY UNTIL IMPACT. THE ACFT WAS RETREIVED FROM WHERE IT SANK IN ABOUT 80 FT OF WATER, BUT NO PREIMPACT MECHANICAL PROBLEMS WERE FOUND.

Brief of Accident (Continued)

File No. - 1538

5/27/85

SENECA, SC

A/C Reg. No. N7161S

Time (Lc1) - 1347 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1578	11/03/85	MONCKS CORNER, SC	A/C Reg. No. N73171	Time (Lcl) - 1520 EST
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----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					

----Aircraft Information----

Make/Model - CESSNA 172 M	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 - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

----Environment/Operations Information----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - MILITARY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	ANDREWS AFB, DC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CHARLESTON, SC	CHARLESTON
Wind Dir/Speed- 120/008 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 2400 FT BROKEN	Type Apch/Lndg - ILS-COMPLETE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 501
SE LAND, ME LAND	Months Since - 12	Last 24 Hrs - UNK/NR
	Aircraft Type - TWIN	Make/Model- 63
		Last 30 Days- UNK/NR
		Instrument- 68
		Last 90 Days- 7
		Multi-Eng - 91

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT REPORTED THAT THE ACFT ENGINE EXPERIENCED A LOSS OF POWER WHILE BEING VECTORED FOR THE INITIAL ILS APPROACH TO CHARLESTON, SC (CHS). ATTEMPTS BY THE PLT TO REGAIN PWR FAILED AND A FORCED LANDING WAS MADE IN A SWAMPY FIELD A FEW MILES NORTH OF CHS. THE ACFT NOSED OVER INVERTED AS IT CAME TO A STOP AND REMAINED THAT WAY UNTIL IT WAS REMOVED FROM THE SITE 3 DAYS LATER. EXAMINATION OF THE ACFT REVEALED ABOUT 6 TO 8 OUNCES OF FUEL IN THE FUEL SYSTEM AND NO CONTAMINATION WAS DETECTED. A TOTAL OF 4 GALLONS OF FUEL WAS THEN ADDED TO THE TWO WING TANKS. THE ENGINE WAS READILY STARTED, USING THE ACFT BATTERY, AND IT RAN SMOOTHLY AFTER A FEW SECONDS OF ROUGHNESS. THE ENGINE WAS RUN TO FULL POWER AND NO DEFECTS WERE NOTED. FOLLOWING SHUTDOWN, AN EXAMINATION OF THE FUEL SYSTEM REVEALED NO LEAKS. THE PILOT STATED THAT THE ACFT WAS TOPPED OFF PRIOR TO DEPARTURE AND SHOULD HAVE HAD 5 HRS OF FUEL. THE PILOT REPORTED THE TOTAL ENGINE RUNNING TIME AT 4 HRS 40 MINUTES.

Brief of Accident (Continued)

File No. - 1578

11/03/85

MONCKS CORNER, SC

A/C Reg. No. N73171

Time (Lcl) - 1520 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. FLUID, FUEL - STARVATION
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1593 5/19/85 PLANKINTON, SD A/C Reg. No. N5180D Time (Lcl) - 1236 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	2

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-L
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- 300/005 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
SAME AS ACC/INC
Destination
MARSHALL, 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 - GRAVEL
Runway Status - DRY
SOFT

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 37
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - 182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	258	Last 24 Hrs	-	1
Make/Model	-	153	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	10

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER AFTER A LOSS OF CONTROL DURING TAKEOFF. THE PLT WAS USING GRAVEL ROAD FOR TAKEOFF AND ROTATED PREMATURELY TO AVOID GRAVEL DAMAGE. THE ACFT DRIFTED INTO TALL GRASS AND WAS THEN PULLED INTO A DITCH AND FENCE POSTS BEFORE NOSING OVER.

Brief of Accident (Continued)

File No. - 1593

5/19/85

PLANKINTON, SD

A/C Reg. No. N5180D

Time (Lc1) - 1236 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. ROTATION - NOT MAINTAINED - PILOT IN COMMAND
 3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION
 6. TERRAIN CONDITION - DITCH
 7. OBJECT - FENCE
-

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - INITIAL CLIMB

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1430 8/23/85 YANKTON,SD A/C Reg. No. N9748P Time (Lc1) - 1845 MDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -AERIAL APPLICATION	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	1
Accident Occurred During -DESCENT			0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-25-235	Eng Make/Model - LYCOMING O-540	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - 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 - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 11000
SE LAND,ME LAND	Months Since - 6	Make/Model- 550
	Aircraft Type - PA-25	Instrument- 855
		Multi-Eng - 5500
		Last 24 Hrs - 0
		Last 30 Days- 50
		Last 90 Days- 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT DESCENDED UNCONTROLLED INTO THE TERRAIN AFTER IT CONTACTED A POWER LINE DURING AN AERIAL APPLICATION FLT. WITNESSES REPORTED THE ACFT APPEARED TO PULL UP AT THE WEST END OF THE 40 ACRE FLD, HOWEVER, IT DID NOT CLEAR THE LINES AND IT NOSED OVER INTO ANOTHER FLD. THE INSECTICIDE BEING SPRAYED WAS ETHYO/PARATHION. THE PLT WAS COVERED WITH THE CHEMICAL DURING THE ACCIDENT BUT WAS HOSED OFF WITHIN 5 MINUTES AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1430

8/23/85

YANKTON,SD

A/C Reg. No. N9748P

Time (Lc1) - 1845 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1522	1/07/85	CROSSVILLE, TN	A/C Reg. No. N4716R	Time (Lcl) - 1510 CST
<hr/>				
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
		DESTROYED	Fatal	Serious Minor None
Type of Operation	-PERSONAL	Fire	Crew 1	0 0 0
Flight Conducted Under	-14 CFR 91	ON GROUND	Pass 3	0 0 0
Accident Occurred During	-CRUISE			
<hr/>				
-----Aircraft Information-----				
Make/Model	- CESSNA R182	Eng Make/Model	- LYCOMING O-540-J3C5D	ELT Installed/Activated - YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System - YES
Max Gross Wt	- 3100	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 4	Rated Power	- 235 HP	
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP	
Method	- TELEPHONE	SPARTA, IL		
Completeness	- FULL	Destination	Airport Data	
Basic Weather	- IMC	SWANSBORO, NC		
Wind Dir/Speed	- 270/010 KTS	ATC/Airspace	Runway Ident	- N/A
Visibility	- .500 SM	Type of Flight Plan	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	-	Type of Clearance	Runway Surface	- N/A
Lowest Ceiling	- OBSCURED	Type Apch/Lndg	Runway Status	- N/A
Obstructions to Vision	- FOG			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total - 260	Last 24 Hrs -	2
SE LAND	Months Since - UNK/NR	Make/Model - 20	Last 30 Days -	60
	Aircraft Type - UNK/NR	Instrument - 2	Last 90 Days -	UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft -	UNK/NR
<hr/>				
Instrument Rating(s) - NONE				
<hr/>				
-----Narrative-----				
<p>THE ACFT COLLIDED WITH WOODED, RISING TERRAIN AT AN ELEVATION OF ABOUT 2800 FT MSL ON THE WEST SLOPE OF HINCH MOUNTAIN. A PASSENGER, WHO SURVIVED THE CRASH, BUT DIED LATER DUE TO BURNS, REPORTED THAT LIGHT CONDITIONS WERE DARK & SHE COULD NOT SEE ANYTHING OUTSIDE THE ACFT BEFORE IMPACT. SHE HEARD THE PLT REPORT ON THE RADIO THAT THERE WAS ICE ON THE ACFT. HE HAD OBTAINED 5 FSS WX BRIEFINGS PRIOR TO TAKEOFF. A COLD FRONTAL SYSTEM WAS ON HIS PROPOSED FLT PATH. THERE WERE NUMEROUS PLT REPORTS OF ICING CONDITIONS IN THE ST LOUIS AREA & IN TENNESSEE. ANOTHER PLT REPORTED ICE IN THE CLOUDS NEAR THE CRASH SITE. THE PLT OF N4716R HAD TOLD FRIENDS THAT HE HAD MUCH MORE FLT EXPERIENCE THAN HE ACTUALLY HAD. ALSO, HE TOLD THE FSS BRIEFERS HE WAS INSTRUMENT RATED. ABOUT 11 MI AWAY AT CROSSVILLE, TN, THE 1450 & 1526 CST WX WAS IN PART: 200 FT OBSCURED, VISIBILITY 1/2 MI WITH FOG, TEMP 32 DEG & DEW POINT 31 DEG. THE ELEV AT CROSSVILLE WAS 1881 FT. AN INVESTIGATION REVEALED EVIDENCE THE ACFT WAS IN LEVEL, POWERED FLT WHEN IT CRASHED.</p>				

Brief of Accident (Continued)

File No. - 1522

1/07/85

CROSSVILLE, TN

A/C Reg. No. N4716R

Time (Lcl) - 1510 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
4. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
5. WEATHER CONDITION - LOW CEILING
6. WEATHER CONDITION - FOG
7. WEATHER CONDITION - OBSCURATION
8. WEATHER CONDITION - ICING CONDITIONS
9. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE

Finding(s)

10. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1500 6/12/85 KNOXVILLE, TN A/C Reg. No. N30S Time (Lcl) - 1650 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	3

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew Fatal
NONE Pass 0

-----Aircraft Information-----

Make/Model - CESSNA T337G
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4700
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-360-C
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 225 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- 250/011 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 3500 FT
Lowest Ceiling - 3500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SEA ISLAND, GA
Destination
MORRISTOWN, TN

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data

MCGHEE TYSON
Runway Ident - 23L
Runway Lth/Wid - 5999/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND, ME LAND

Age - 65
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 12000	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	500	Last 90 Days-	UNK/NR
Multi-Eng	- 10000		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT MADE AN EMERGENCY GEAR UP LANDING WHEN BOTH THE NORMAL AND EMERGENCY EXTENSION SYSTEMS FAILED TO FUNCTION PROPERLY. A MECHANIC WAS LATER ABLE TO EXTEND THE GEAR WITH THE ACFT ON JACKS BY REPEATEDLY CYCLING THE SELECTOR SWITCH. IT WAS DETERMINED THAT THE SOLENOID ON THE LANDING GEAR HYDRAULIC MANIFOLD ASSEMBLY HAD MALFUNCTIONED, LEAVING THE SELECTOR VALVE ASSEMBLY STUCK IN THE UP POSITION. CESSNA SERVICE LETTER SE76-24 RECOMMENDS REPLACEMENT OF THE SOLENOID WITH AN IMPROVED VERSION. ACCORDING TO THE MECHANIC, THIS HAD NOT BEEN ACCOMPLISHED PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1500

6/12/85

KNOXVILLE, TN

A/C Reg. No. N30S

Time (Lcl) - 1650 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH

Finding(s)

1. LANDING GEAR - INOPERATIVE
2. HYDRAULIC SYSTEM, BYPASS VALVE - INOPERATIVE
3. ELECTRICAL SYSTEM, ELECTRIC SWITCH - JAMMED
4. MAINTENANCE, SERVICE BULLETINS - NOT PERFORMED - OTHER MAINTENANCE PSNL

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

5. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - DISABLED
6. LANDING GEAR, EMERGENCY EXTENSION ASSEMBLY - DISABLED

----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. - 1567 8/03/85 UNKNOWN,UN A/C Reg. No. N5913A Time (Lcl) - 0011 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - UNKNOWN

Aircraft Damage
DESTROYED

Fire
UNK/NR

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2075
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - 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
UNK/NR
Destination
FT. MEYERS, FL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 69
Biennial Flight Review
Current - UNK/NR
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 700	Last 24 Hrs - UNK/NR
Make/Model - UNK/NR	Last 30 Days - UNK/NR
Instrument - 0	Last 90 Days - 5

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS SEEN TO DEPART RACINE, WI ON AUGUST 3, FOR FT MEYERS, FL, BUT NEVER ARRIVED AT ITS DESTINATION. ON THE FOURTH DAY OF THE SEARCH A RAMP CHECK AT ALBANY-DOUGHERTY COUNTY AIRPORT, GEORGIA INDICATED THAT THE AIRCRAFT WAS REFUELED THERE AT APPROX 1830 ON AUG 3. NO OTHER TRACES OF THE AIRCRAFT WERE FOUND AND THE SEARCH WAS CALLED OFF ON AUG 19, 1985.

Brief of Accident (Continued)

File No. - 1567

8/03/85

UNKNOWN,UN

A/C Reg. No. N5913A

Time (Lcl) - 0011 EDT

Occurrence MISSING AIRCRAFT
Phase of Operation UNKNOWN

Finding(s)
1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1439 6/09/85 FILLMORE,UT A/C Reg. No. N7346Z Time (Lcl) - 0800 MDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
Type of Operation	-AERIAL APPLICATION	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 137	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- 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	Last Departure Point	OFF AIRPORT/STRIP
Method	FILLMORE,UT	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- N/A
Obstructions to Vision	- NONE	Runway Surface
Precipitation	- NONE	- GRASS/TURF
Condition of Light	Type Apch/Lndg	Runway Status
	- FORCED LANDING	- HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate	- EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- UNK/NR	Total
SE LAND, ME LAND	Months Since	- UNK/NR	- 10000
	Aircraft Type	- UNK/NR	Make/Model
			- 5000
			Instrument
			- UNK/NR
			Multi-Eng
			- 1200
			Last 24 Hrs
			- 6
			Last 30 Days
			- UNK/NR
			Last 90 Days
			- 150
			Rotorcraft
			- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THE ENGINE FAILED WHILE HE WAS SPRAYING A CORN FIELD, NECESSITATING A STRAIGHT AHEAD FORCED LANDING. DURING THE LANDING ROLL THE WHEELS BOGGED DOWN IN THE SOFT EARTH AND THE PLANE OVERTURNED. SUBSEQUENT EXAMINATION OF THE ENGINE BY THE PLT REVEALED THE DOWEL PIN ON THE MAGNETO IMPULSE COUPLER HAD BEEN SHEARED OFF BY THE MAIN CRANKSHAFT DRIVE GEAR.

Brief of Accident (Continued)

File No. - 1439

6/09/85

FILLMORE,UT

A/C Reg. No. N7346Z

Time (Lc1) - 0800 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ACCESSORY DRIVE ASSY,DRIVE GEAR - FAILURE,PARTIAL

2. IGNITION SYSTEM,MAGNETO - JAMMED

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER

Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT

4. TERRAIN CONDITION - 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. - 1429 6/09/85 S.WOODSTOCK,VT A/C Reg. No. N5694Y Time (Lcl) - 1730 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
1
2

-----Aircraft Information-----

Make/Model - ENSTROM 280C
Landing Gear - SKID
Max Gross Wt - 2150
No. of Seats - 3

Eng Make/Model - LYCOMING HIO-360-E1BD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 205 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-

Visibility - 20.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - 4000 FT

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
S. WOODSTOCK,CT

Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

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)

PRIVATE

HELICOPTER

Age - 39

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 142 Last 24 Hrs - 21

Make/Model- 142 Last 30 Days- UNK/NR

Instrument- UNK/NR Last 90 Days- 60

Multi-Eng - UNK/NR Rotorcraft - 142

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER EXPERIENCED A LOSS OF RPM ON LIFTOFF AND RECEIVED SUBSTANTIAL DAMAGE WHEN IT COLLIDED WITH A CHAIN LINK FENCE. THE PLT STATED THAT ON LIFTOFF TO APRX 50 FT AGL, THE RPM DROPPED OFF TO 2800 AND A LOSS OF CLIMB RESULTED. THE PLT DESCENDED IN AN ATTEMPT TO INCREASE THE ROTOR RPM, HOWEVER, IT WAS TOO LATE. THE HELICOPTER COLLIDED WITH A CHAIN LINK FENCE.

Brief of Accident (Continued)

File No. - 1429

6/09/85

S.WOODSTOCK,VT

A/C Reg. No. N5694Y

Time (Lcl) - 1730 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 2. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

-----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. - 1521 1/18/85 WENATCHEE, WA A/C Reg. No. N6176M Time (Lcl) - 1700 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - MAULE M-5-235C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 4000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
THOMPSON FALLS, WA
Destination
ISSAQUAH, WA

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - PRECAUTIONARY LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 43
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	-	346	Last 24 Hrs -	0
Make/Model-	320	Last 30 Days-	UNK/NR	
Instrument-	1	Last 90 Days-	14	

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ELECTED TO MAKE A PRECAUTIONARY LANDING ONTO A SNOW COVERED GRAIN FIELD. HE STATED HIS ARTIFICIAL HORIZON WAS INOPERATIVE & DARKNESS WAS APPROACHING. ALSO, HE SAID HE SAW A NEEDLE FLICKER & HE WAS NOT SURE IF IT WAS A FUEL GAGE OR HIS OIL PRESSURE GAGE. DURING THE LANDING, THE ACFT NOSED OVER IN 10 INCHES OF SNOW.

Brief of Accident (Continued)

File No. - 1521

1/18/85

WENATCHEE, WA

A/C Reg. No. N6176M

Time (Lc1) - 1700 PST

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. FLIGHT/NAV INSTRUMENTS, ATTITUDE INDICATOR - INOPERATIVE
3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED -
4. LIGHT CONDITION - DUSK
5. FLUID, FUEL - LOW LEVEL
6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
7. TERRAIN CONDITION - SNOW COVERED
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) 1,8

Factor(s) relating to this accident is/are finding(s) 2,4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1437 7/08/85 PULLMAN,WA A/C Reg. No. N82CG Time (Lcl) - 1100 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - RAND/ROBINSON KR2
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - VOLKSWAGON UNK
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- 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
PULLMAN,WA
Destination
PULLMAN,WA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PULLMAN-MOSCOW
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 30
Biennial Flight Review
Current - YES
Months Since - '9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 121	Last 24 Hrs	- 1
Make/Model-	8	Last 30 Days-	UNK/NR
Instrument-	3	Last 90 Days-	15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD BEEN HAVING NUMEROUS PROBLEMS WITH HIS HOMEBUILT ACFT'S ENG RUNNING ROUGH BEFORE THIS FLT. SHORTLY AFTER TAKEOFF A LOSS OF PWR OCCURRED. IT WAS A HOT DAY WITH THE TEMP BEING 90 DEGS F OR BETTER. FAA INSPECTORS FOUND THE TORQUE VALUE TO BE QUESTIONABLE ON ALL SPARK PLUGS. THE CARBURETOR AND MIXTURE CABLES SHOWED A SMALL AMOUNT OF SLIPPAGE WITHIN THE HOUSING. THE MAIN PWR WIRE PROVIDING THE NECESSARY 12 VOLTS PWR FOR THE OPERATION OF THIS SYSTEM WAS FOUND LOOSE ON THE TERMINAL OF THE ACFT'S MASTER SWITCH. TWO TOTALLY DIFFERENT IGNITION SYSTEMS HAD BEEN INSTALLED. FAA INSPECTORS STATED THAT THERE WAS NO ACCURATE MEANS OF DETERMINING THE TIMING.

Brief of Accident (Continued)

File No. - 1437

7/08/85

PULLMAN,WA

A/C Reg. No. N82CG

Time (Lc1) - 1100 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. WEATHER CONDITION - TEMPERATURE EXTREMES
 2. UNDETERMINED
 3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING

Finding(s)

4. TERRAIN CONDITION - RISING
 5. TERRAIN CONDITION - ROUGH/UNEVEN
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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. - 1453 7/16/85 MOSES LAKE,WA A/C Reg. No. N36137 Time (Lcl) - 0939 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - BELLANCA 7GCBC
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 - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 190/006 KTS
Visibility - 35.0 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

Airport Proximity
ON AIRPORT

Airport Data

GRANT COUNTY AIRPORT
Runway Ident - 36
Runway Lth/Wid - 3263/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 19
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 132	Last 24 Hrs	- 3
Make/Model-	5	Last 30 Days-	UNK/NR
Instrument-	5	Last 90 Days-	36
Multi-Eng -	UNK/NR	Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A GROUND LOOP OCCURRED DURING LANDING ROLL ON RWY 36. THE WIND AT TOUCHDOWN WAS FROM 210 DEGS AT 5 KTS. THE TWR DID GIVE THE PLT THE CURRENT WIND WHEN THE CONTROLLER CLEARED HIM TO LAND. THE PLT WAS AWARE THAT HE WOULD BE LANDING WITH A LEFT QUARTERING TAIL WIND. HE STATED THAT HE FELT CONFIDENT THAT HE COULD HANDLE THE WIND. THE TWR HAD PREVIOUSLY HAD TRAFFIC LANDING ON RWY 18. THIS WAS THE PLT'S FIRST SOLO FLT IN A TAIL DRAGGER, FOLLOWING 5 HRS OF DUAL INSTRUCTION.

Brief of Accident (Continued)

File No. - 1453

7/16/85

MOSES LAKE, WA

A/C Reg. No. N36137

Time (Lc1) - 0939 PDT

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 4. WEATHER CONDITION - UNFAVORABLE WIND
-

-----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. - 1598 9/23/85 EASTSOUND,WA A/C Reg. No. N61298 Time (Lc1) - 1030 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
2

-----Aircraft Information-----

Make/Model - CESSNA A185F
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3350
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - 20000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
EASTSOUND,WA
Destination
SEATTLE,WA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

EASTSOUND
Runway Ident - 16
Runway Lth/Wid - 2900/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND
GLIDER

Age - 37

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	529	Last 24 Hrs	-	0
Make/Model	-	167	Last 30 Days	-	UNK/NR
Instrument	-	36	Last 90 Days	-	14
Multi-Eng	-	2			

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF ROLL THE ACFT VEERED RIGHT AND THE PLT OVERCORRECTED TO THE LEFT. THE ACFT THEN DEPARTED THE RWY TO THE LEFT STRIKING VASI LIGHTS.

Brief of Accident (Continued)

File No. - 1598

9/23/85

EASTSOUND,WA

A/C Reg. No. N61298

Time (Lc1) - 1030 PDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1592 9/27/85 SAN JUAN ISLAND, WA A/C Reg. No. N9644H Time (Lc1) - 1510 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		0	0	0	2
Flight Conducted Under	-14 CFR 91	ON GROUND		0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 185	Eng Make/Model	- CONTINENTAL IO-520-D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 360/020 KTS</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="text-align: center;">SAN JUAN ISL, WA</p> <p>Destination</p> <p style="text-align: center;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p style="text-align: center;">ON AIRSTRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - DRY</p> <p style="text-align: right;">ROUGH</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="text-align: center;">COMMERCIAL</p> <p style="text-align: center;">SE LAND</p>	<p>Age - 44</p> <p>Biennial Flight Review</p> <p>Current - NO</p> <p>Months Since - 36</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - EXPIRED</p> <p>Flight Time (Hours)</p> <p>Total - 5250</p> <p>Make/Model- 2265</p> <p>Instrument- 120</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- 230</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS ATTEMPTING TO DEPART HIS PRIVATE AIRSTRIP TO THE NORTH WITH TREES BORDERING THE NORTH END OF THE AIRSTRIP. THE WIND WAS FROM 360 AT 20 KNOTS GUSTING TO 30 KNOTS. THE PILOT WAS UNABLE TO ARREST HIS RATE OF SINK AND MADE A RIGHT TURN TO AVOID TREES. THE AIRCRAFT STRUCK A ROCKPILE SEPARATING THE ENINGE FROM THE AIRCRAFT AND STARTING A SMALL BRUSH FIRE.

Brief of Accident (Continued)

File No. - 1592

9/27/85

SAN JUAN ISLAND, WA

A/C Reg. No. N9644H

Time (Lc1) - 1510 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 2. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
 3. WEATHER CONDITION - GUSTS
 4. WEATHER CONDITION - HIGH WIND
 5. WEATHER CONDITION - DOWNDRAFT
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 FIRE
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1576	4/26/85	PRAIRIE DUSAC,WI	A/C Reg. No. N4707T	Time (Lcl) - 1736 CST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries	
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Serious
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0
Accident Occurred During -CLIMB		Other	0	0
			1	0
				0
				0

-----Aircraft Information-----

Make/Model - CESSNA R182	Eng Make/Model - LYCOMING O-540-L3C5D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MADISON,WI	SAUK-PRAIRIE
Wind Dir/Speed- 050/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 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 - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 4000
SE LAND,ME LAND	Months Since - 5	Make/Model- 30
	Aircraft Type - UNK/NR	Instrument- 155
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 180

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THIS MIDAIR COLLISION OCCURRED APPROX 2 MI NE OF SAUK-PRAIRIE APT. THE PILOTS OF THE CESSNA WERE IN A CLIMBING RIGHT DEPARTURE TURN AT APPROX 1600 FT MSL HEADING APPROX 120 DEG WHEN A COLLISION OCCURRED WITH A PIPER HEADING APPROX 270 DEG AND DESCENDING. ONE PILOT IN THE CESSNA WAS WEARING AN INSTRUMENT HOOD. THE PILOT OF THE PIPER WAS FLYING INTO THE SETTING SUN. ONE WITNESS SAW THE PIPER MAKE A SHARP EVASIVE TURN JUST PRIOR TO IMPACT. THE PILOTS OF THE CESSNA DID NOT SEE THE PIPER UNTIL AFTER THE COLLISION. FOLLOWING THE COLLISION THE PILOT OF THE PIPER LOST CONTROL OF HIS AIRCRAFT AND CRASHED. THE PILOTS IN THE CESSNA LANDED SAFELY BACK AT SAUK-PRAIRIE EVEN THOUGH 3 FT 4 INCHES OF THE RIGHT WING AND 4 FT 4 INCHES OF THE RIGHT AILERON WERE MISSING. NEARLY FULL LEFT AILERON WAS REQUIRED THROUGHOUT THE RECOVERY AND LANDING.

Brief of Accident (Continued)

File No. - 1576

4/26/85

PRAIRIE DUSAC,WI

A/C Reg. No. N4707T

Time (Lcl) - 1736 CST

Occurrence #1 MIDAIR COLLISION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. VISUAL LOOKOUT - INATTENTIVE - PILOT IN COMMAND(CFI)
2. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND(CFI)
3. IMPROPER USE OF PROCEDURE,PSYCHOLOGICAL CONDITION - PILOT IN COMMAND(CFI)
4. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND(CFI)
5. IMPROPER USE OF PROCEDURE,INATTENTIVE - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. WING - LOSS,PARTIAL
7. EMERGENCY PROCEDURE - PERFORMED - DUAL STUDENT
8. FLIGHT CONTROL,ELEVATOR TAB SURFACE - LOSS,PARTIAL
9. PRECAUTIONARY LANDING - PERFORMED - DUAL STUDENT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1576	4/26/85	PRAIRIE DUSAC,WI	A/C Reg. No. N761R	Time (Lcl) - 1736 CST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries	
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0
Accident Occurred During -DESCENT		Other	0	0
			0	0
			0	0
			0	0
			0	0

-----Aircraft Information-----

Make/Model - PIPER PA-17	Eng Make/Model - CONTINENTAL A658	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SAUK-PRAIRIE
Wind Dir/Speed- 050/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 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 - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 125
SE LAND	Months Since - 7	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THIS MIDAIR COLLISION OCCURRED APPROX 2 MI NE OF SAUK-PRAIRIE APT. THE PILOTS OF THE CESSNA WERE IN A CLIMBING RIGHT DEPARTURE TURN AT APPROX 1600 FT MSL HEADING APPROX 120 DEG WHEN A COLLISION OCCURRED WITH A PIPER HEADING APPROX 270 DEG AND DESCENDING. ONE PILOT IN THE CESSNA WAS WEARING AN INSTRUMENT HOOD. THE PILOT OF THE PIPER WAS FLYING INTO THE SETTING SUN. ONE WITNESS SAW THE PIPER MAKE A SHARP EVASIVE TURN JUST PRIOR TO IMPACT. THE PILOTS OF THE CESSN DID NOT SEE THEPIPER UNTIL AFTER THE COLLISION. FOLLOWING THE COLLISION THE PILOT OF THE PIPER LOST CONTROL OF HIS AIRCRAFT AND CRASHED. THE PILOTS IN THE CESSN LANDED SAFELY BACK AT SAUK-PRAIRIE EVEN THOUGH 3 FT 4 INCHES OF THE RIGHT WING AND 4 FT 4 INCHES OF THE RIGHT AILERON WERE MISSING. NEARLY FULL LEFT AILERON WAS REQUIRED THROUGHOUT THE RECOVERY AND LANDING.

Brief of Accident (Continued)

File No. - 1576

4/26/85

PRAIRIE DUSAC,WI

A/C Reg. No. N761R

Time (Lc1) - 1736 CST

Occurrence #1 MIDAIR COLLISION
Phase of Operation DESCENT - NORMAL

Finding(s)

1. LIGHT CONDITION - SUNGLARE
 2. VISUAL LOOKOUT - INATTENTIVE - 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. - 1418

5/25/85

NECEDAH,WI

A/C Reg. No. N5481Q

Time (Lcl) - 0820 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 - INSTRUCTIONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 150L

Eng Make/Model - CONTINENTAL O-200-A

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1600

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 100 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- VARIABLE

Visibility - 10.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

TOUCH AND GO

Airport Proximity

ON AIRPORT

Airport Data

NECEDAH

Runway Ident - 34

Runway Lth/Wid - 2450/ 120

Runway Surface - GRAVEL

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 43

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 22 Last 24 Hrs - 1

Make/Model- 22 Last 30 Days- UNK/NR

Instrument- 1 Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

AFTER A FLT WITH AN INSTRUCTOR, THE STUDENT TOOK OFF ON A SOLO FLT. DURING A TOUCH & GO THE STUDENT STATED, "... I CAME IN HIGH & FAST. I LANDED LONG AND THE AIRCRAFT BOUNCED TWICE. I THEN PANICKED AND PUSHED THE CONTROL FORWARD CAUSING THE NOSE TO DIVE INTO THE GROUND."

Brief of Accident (Continued)

File No. - 1418

5/25/85

NECEDAH,WI

A/C Reg. No. N5481Q

Time (Lcl) - 0820 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TOUCH-AND-GO LANDING - ATTEMPTED - PILOT IN COMMAND
2. FLARE - PREMATURE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,TOTAL - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,TOTAL - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1473 6/08/85 OSCEOLA, WI A/C Reg. No. N1644P Time (Lcl) - 1400 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-22-150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1950
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/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC

Wind Dir/Speed- 200/024 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
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 - GO AROUND

Airport Proximity
ON AIRPORT

Airport Data

OSCEOLA
Runway Ident - 10
Runway Lth/Wid - 3000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 38
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 30	Last 24 Hrs	- 3
Make/Model-	15	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	15

Instrument Rating(s) - NONE

-----Narrative-----

THE SOLO STUDENT PLT ATTEMPTED TO LAND THE ACFT WITH AN APRX 90 DEG X-WIND OF 24 KTS GUSTING TO 32 KTS. FEELING UNSURE OF THE CONDITIONS ON HIS FIRST APCH, HE DECIDED TO MAKE A GO AROUND. THIS HE SUCCESSFULLY ACCOMPLISHED. ON HIS SECOND ATTEMPT, HE WAS ABLE TO LAND THE ACFT ON THE RWY BUT WAS UNABLE TO MAINTAIN PROPER RWY ALIGNMENT. HE ELECTED TO GO AROUND ONCE AGAIN BUT LOST DIRECTIONAL CONTROL. THE ACFT DEPARTED THE LEFT SIDE OF THE RWY WHERE IT CAME TO REST AFTER GROUND LOOPING AND COLLAPSING THE LANDING GEAR.

Brief of Accident (Continued)

File No. - 1473

6/08/85

OSCEOLA, WI

A/C Reg. No. N1644P

Time (Lcl) - 1400 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - CROSSWIND
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
4. JUDGEMENT - POOR - FLIGHT INSTRUCTOR(ON GROUND)
5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
6. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
7. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

9. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #3 GEAR COLLAPSED
Phase of Operation APPROACH - GO-AROUND (VFR)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1581 7/21/85 SHEBOYGAN,WI A/C Reg. No. N7315V Time (Lcl) - 1420 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	0	3

-----Aircraft Information-----

Make/Model - BELLANCA 17-30
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3325
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - UNK/NR
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- 290/015 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 15000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WASHINGTON IS,WI

Destination

SHEBOYGAN,WI

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 - 43

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) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A DITCH DURING A FORCED LANDING FOLLOWING A LOSS OF POWER IN CRUISE FLT. THE PLT REPORTED HE SWITCHED THE FUEL SELECTOR FROM THE LEFT TO THE RIGHT TANK, & AFTER APRX 3 MINUTES, A TOTAL LOSS OF POWER WAS EXPERIENCED. HE STATED THAT REPEATED ATTEMPTS TO RESTART THE ENGINE WERE FUTILE. HE NOTED THAT AFTER THE POWER LOSS, THE FUEL PRESSURE DROPPED OFF. WHEN HE TURNED ON THE AUX FUEL PUMP, THERE WAS NO FUEL PRESSURE INDICATION. A POST ACCIDENT INSPECTION OF THE ACFT DISCLOSED NO MECHANICAL FAILURE/MALFUNCTION. THE RIGHT MAIN FUEL TANK CONTAINED 6 1/2 INCHES OF FUEL & THE LEFT MAIN TANK CONTAINED 1 1/4 INCHES OF FUEL (MAIN TANKS PLACARDED 19 GAL CAPACITY). BOTH THE LEFT & RIGHT AUX TANKS WERE EMPTY.

Brief of Accident (Continued)

File No. - 1581

7/21/85

SHEBOYGAN,WI

A/C Reg. No. N7315V

Time (Lc1) - 1420 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM - INADEQUATE
2. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN - MANUFACTURER
3. FLUID, FUEL - STARVATION
4. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1438 10/02/85 CRIVITZ,WI A/C Reg. No. N52142 Time (Lcl) - 1245 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew 0
NONE Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING D-320
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 - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 240/015 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MENOMINEE,MI
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRSTRIP

Airport Data

NEVELN
Runway Ident - 27
Runway Lth/Wid - 2500/ 120
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 30
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 165 Last 24 Hrs - 3
Make/Model- 96 Last 30 Days- UNK/NR
Instrument- 9 Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LOST DIRECTIONAL CONTROL OF THE ACFT DURING THE LANDING ROLL IN X-WIND CONDITIONS. AS THE ACFT VEERED TO THE LEFT SIDE OF THE RWY IT STRUCK A RWY LIGHT. THE ARPT OWNER STATED THE ACFT TOUCHED DOWN IN A CRABBED POSITION AND THE LOCAL WINDS WERE FROM 200 DEGS AT 12 TO 14 KTS.

Brief of Accident (Continued)

File No. - 1438

10/02/85

CRIVITZ,WI

A/C Reg. No. N52142

Time (Lc1) - 1245 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 4. COMPENSATION FOR WIND CONDITIONS - EXCESSIVE - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - RUNWAY LIGHT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1550 6/21/85 GHENT, WV A/C Reg. No. N27716 Time (Lcl) - 1810 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-EXECUTIVE/CORPORATE	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	- BELL 206L-1	Eng Make/Model	- ALLISON 250-C28B	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4050	Engine Type	- TURBOSHAFT		
No. of Seats	- 6	Rated Power	- 500 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	ODD, WV
Completeness	- N/A	Destination
Basic Weather	- VMC	BECKLEY, WV
Wind Dir/Speed	- 210/006 KTS	ATC/Airspace
Visibility	- 10.0 SM	Type of Flight Plan
Lowest Sky/Clouds	- 4000 FT SCATTERED	- NONE
Lowest Ceiling	- 6500 FT OVERCAST	Type of Clearance
Obstructions to Vision	- NONE	- NONE
Precipitation	- NONE	Type Apch/Lndg
Condition of Light	- DAYLIGHT	- FORCED LANDING
		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 - 35	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE, COMMERCIAL	Current - YES	Total - 1857	Last 24 Hrs - 5
SE LAND	Months Since - 4	Make/Model - 13	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 327	Last 90 Days - 135
			Rotorcraft - 1704

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PLT TOOK OFF AT 1805 WITH 150 LBS OF FUEL REMAINING, INTENDING TO FLY TO BECKLEY, WV TO REFUEL. HE STATED THAT AFTER HE WAS IN LVL FLT AT ABOUT 3000 FT MSL FOR 3 TO 4 MIN, HE NOTED AN UNUSUAL JERK OR VIBRATION IN THE REAR. SUSPECTING A PSBL TAIL ROTOR PROBLEM, HE LOWERED THE COLLECTIVE & TURNED TOWARD AN OPEN AREA. HE THEN NOTED THAT THE ENG HAD LOST POWER. DRG AN AUTOROTATIVE LANDING, THE HELICOPTER TOUCHED DOWN HARD WITHOUT ENOUGH RPM TO CUSHION THE LNDG. AN EXAM OF THE FUEL SYS REVEALED THERE WAS ABOUT 20 GAL OF FUEL REMAINING. THE ENG & FUEL PUMPS OPERATED NORMALLY WHEN TESTED. HOWEVER, FURTHER CHECKS REVEALED THAT WHEN FUEL IN THE AFT TANK WAS BELOW THE STAND PIPE, FUEL WOULD LEAK TO THE FRONT TANK; ALSO, THERE WAS VIRTUALLY NO INDUCED FLOW IN THE LEFT TRANSFER SYS. DISASSEMBLY REVEALED THE STANDPIPE IN THE AFT TANK WAS NOT PROPERLY ALIGNED, THUS THE O-RING WAS NOT PROPERLY SEATED, WHICH ALLOWED A LEAK. A PIECE OF MASKING TAPE WAS FND IN THE INLET TO THE LEFT TRANSFER PUMP. AS THE FRONT TANK APCHD EMPTY (DRG OPN) AIR WAS ENTRAINED IN THE FUEL.

Brief of Accident (Continued)

File No. - 1550

6/21/85

GHENT,WV

A/C Reg. No. N27716

Time (Lc1) - 1810 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
2. FUEL SYSTEM - FOREIGN OBJECT
3. FUEL SYSTEM - BLOCKED(PARTIAL)
4. FLUID,FUEL - MOVEMENT RESTRICTED
5. FUEL SYSTEM,LINE FITTING - LEAK
6. FLUID,FUEL - OTHER
7. FLUID,FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

8. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

9. FLARE - MISJUDGED - PILOT IN COMMAND
10. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,6,7,9

Factor(s) relating to this accident is/are finding(s) 2,3,4,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1529 9/15/85 SHINNSTON, WV A/C Reg. No. N909A Time (Lcl) - 1850 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-22-125
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1800
No. of Seats - 4

Eng Make/Model - LYCOMING O-290-D2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 125 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- 270/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRSTRIP

Airport Data

CUNNINGHAM RUN
Runway Ident - 27
Runway Lth/Wid - 1800/ 50
Runway Surface - GRASS/TURF
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
HELICOPTER

Age - 53

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 104	Last 24 Hrs	- 2
Make/Model-	22	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	19

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT HE INITIATED A NORMAL APCH TO LAND ON RWY 27. HOWEVER, WHEN HE FLARED, HE FAILED TO STOP THE DESCENT. SUBSEQUENTLY, THE ACFT LANDED HARD JUST SHORT OF THE RWY. DURING THE LANDING, THE NOSE GEAR COLLAPSED & THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1529

9/15/85

SHINNSTON, WV

A/C Reg. No. N909A

Time (Lc1) - 1850 EDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - NOT ATTAINED -

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #4 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1431 7/30/85 EVANSTON,WY A/C Reg. No. N9455D Time (Lcl) - 1355 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew Pass
NONE NONE

-----Aircraft Information-----

Make/Model - CESSNA 172RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-F1A6
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 190/015 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - 7000 FT
Lowest Ceiling - 7000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ENGLEWOOD,CO
Destination
PROVO,UT

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

EVANSTON
Runway Ident - 23
Runway Lth/Wid - 7300/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE

Age - 57
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - C-172RG

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 1076	Last 24 Hrs	- 4
Make/Model-	2720	Last 30 Days-	47
Instrument-	161	Last 90 Days-	105

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT LOST DIRECTIONAL CONTROL OF THE ACFT WHILE ATTEMPTING TO LAND IN GUSTY X-WIND CONDITIONS. THE ACFT WAS DESTROYED WHEN IT IMPACTED TERRAIN IN A 50 FT DEEP RAVINE.

Brief of Accident (Continued)

File No. - 1431

7/30/85

EVANSTON, WY

A/C Reg. No. N9455D

Time (Lcl) - 1355 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - GUSTS
2. CLEARANCE - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - DOWNHILL

----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

NTSB-AAB-86-22

Brief Format
U.S. Civil and Foreign
Aviation Issue Number 8 of
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