

PB86-916923



# NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

## AIRCRAFT ACCIDENT REPORTS

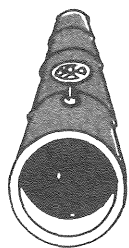
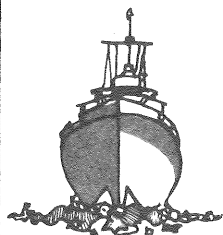
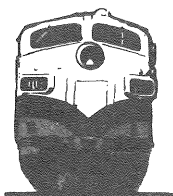
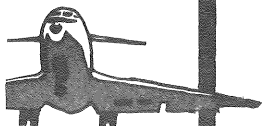
BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 9, 1985 ACCIDENTS



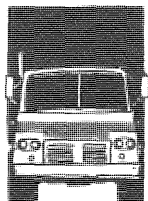
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# TECHNICAL REPORT DOCUMENTATION PAGE

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				14. Sponsoring Agency Code	
15. Supplementary Notes					
16. Abstract  This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1985. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.  File Numbers: 1601 through 1800					
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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 9

CALENDAR YEAR 1985

## File Order Listing - Issue No. 9, 1985

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1601	8877F	071585	OCONOMOWOC, WI	HUGHES	269A	NONE	376
1602	4137F	071485	APPLETON, WI	PIPER	PA-32R-300	NONE	374
1603	5655N	041985	JUNCTION, TX	MAULE	M-5-180C	NONE	292
1604	9054M	041785	MIDLAND, TX	CESSNA	180H	NONE	288
1605	89862	041785	ROBY, TX	CESSNA	152	SERIOUS	290
1606	808W	041485	PATTERSON, LA	MITSUBISHI	MU2J	NONE	140
1607	9243S	041085	SAN ANTONIO, TX	BEECH	C23	NONE	286
1608	8219S	070585	FOND DU LAC, WI	CESSNA	150F	NONE	372
1609	9891L	070585	CROOKSTON, MN	GRUMMAN	TR2	NONE	170
1610	8390P	032485	LUBBOCK, TX	PIPER	PA-24-250	NONE	284
1611	8151X	072585	LAWTEY, FL	CESSNA	172	NONE	84
1612	2154P	031985	JUSTIN, TX	PIPER	PA-23-150	NONE	282
1613	2207Y	031985	MONROE, LA	CESSNA	177	NONE	138
1614	1610M	030785	ATHENS, TX	CESSNA	182	NONE	278
1615	93848	091885	ORCHARDS, WA	ENGINEERING	415-C	FATAL	364
1617	35105	092285	LOLO PASS, ID	CESSNA	177BII	FATAL	112
1618	61624	091585	EMPORIA, KS	CESSNA	172M	NONE	128
1619	14819	090985	EMMETT, ID	BELL	206B	FATAL	108
1620	727MA	071185	SOUTHBRIDGE, MA	MITSUBISHI	MU-2B-26	NONE	158
1621	151A	062885	DOTHAN, AL	PIPER	J3C-65	SERIOUS	30
1622	3714R	061685	HENDERSONVILLE, NC	CESSNA	172H	FATAL	192
1623	8450K	092785	BOWLING GREEN, KY	PIPER	PA-28-181	MINOR	132
1624	24338	062085	FILMORE, CA	CESSNA	152	NONE	58
1625	17RM	062385	GLENDALE, AZ	STARDUSTER	II	SERIOUS	44
1626	6721H	061585	HEALDSBURG, CA	CESSNA	172M	MINOR	54



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1627	12385	061285	GARBERVILLE, CA	CESSNA	172M	NONE	50
1628	4932P	061485	FREMONT, CA	CESSNA	152II	NONE	52
1629	8050P	082085	FARMERVILLE, LA	PIPER	PA-24-250	NONE	148
1630	21RH	101085	INTRACOASTALCTY, LA	CESSNA	A185E	NONE	156
1631	4691E	042985	GIBSON, LA	CESSNA	A185F	NONE	142
1632	732YR	050585	MCKINNEY, TX	CESSNA	T210M	MINOR	298
1633	8083J	050485	BALMORHEA, TX	PIPER	PA-601	NONE	296
1634	79QD	050485	OPELOUSAS, LA	DEMPSEY	QUICKIE	MINOR	144
1635	6399L	050885	SWEETWATER, TX	GRUMMAN	AA1A	NONE	300
1636	888K	051085	MCKINNEY, TX	CESSNA	421	NONE	302
1637	63613	051685	MORAN, TX	CESSNA	150M	NONE	304
1638	55800	051885	CROWELL, TX	PIPER	PA-34-200	NONE	306
1639	711LL	052185	SAN ANGELO, TX	MITSUBISHI	MU-2B-20	NONE	308
1640	6198M	100885	KING SALMON, AK	MAULE	M5-235C	NONE	24
1642	300WC	102685	SOLDOTNA, AK	CESSNA	177	NONE	26
1643	9919D	090485	KODIAK, AK	PIPER	PA-18	MINOR	20
1644	68085	081885	TUTNA LAKE, AK	DEHAVILLAND	DHC-2 MK.1	FATAL	18
1645	34656	081885	WASILLA, AK	STINSON	10A	SERIOUS	16
1646	3365M	081785	ANCHORAGE, AK	PIPER	PA-12	NONE	14
1647	38471	070685	TYRONE CREEK, AK	PIPER	J-3	NONE	10
1648	3445Z	071785	ALEXANDER LAKE, AK	PIPER	PA-22/20	NONE	12
1649	3RB	091785	MISSING, GM	SWEARINGEN	SA-226T	FATAL	100
1650	49958	101285	HOUSTON, TX	CESSNA	152	MINOR	348
1651	2952N	101985	TULSA, OK	CESSNA	310	MINOR	252
1652	35JW	100585	EL PASO, TX	BEECHCRAFT	K35	NONE	346

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1653	92755	100385	ODESSA, TX	CESSNA	182N	NONE	344
1654	9937B	092485	SANDERSON, TX	CESSNA	182A	MINOR	342
1655	71846	070385	TULIA, TX	CESSNA	182M	NONE	318
1656	5753D	072185	SOUTH MARSH, GM	BELL	206L-1	MINOR	98
1657	7620E	071785	GATESVILLE, TX	BELLANCA	14-19-3	MINOR	326
1658	5203A	071285	COLLEGE STATION, TX	CESSNA	T210N	NONE	322
1659	30738	061685	VAN NUYS, CA	PIPER	J3C-65	NONE	56
1660	1739R	070785	MIDLAND, TX	CESSNA	R182	MINOR	320
1661	7697L	060985	DALLAS, TX	PIPER	PA-31-350	NONE	316
1662	6778X	060985	MIDLAND, TX	CESSNA	310F	NONE	314
1663	1072Y	053185	FORT WORTH, TX	BELL	206-B	MINOR	310
1665	70691	071785	GOOSE PRAIRIE, WA	PIPER	J3-C-65	FATAL	360
1666	9060P	081085	MOSCOW, AR	PIPER	PA-18-150	FATAL	38
1667	267CD	081885	NEW MADRID, MO	PIPER	PA-18-135	FATAL	176
1668	2468F	110585	ORRICK, MO	PIPER	PA-38-112	SERIOUS	184
1669	5CJ	091485	BOISE, ID	TODD	KR-II	MINOR	110
1670	1115G	072785	ADMIRE, KS	SCHUBERT	CASSUTT SP	FATAL	124
1671	1930C	092185	WINNEMUCCA, NV	CESSNA	170B	NONE	228
1672	84844	092285	RIDGEFIELD, WA	AERONCA	7AC	NONE	368
1673	51698	092085	BRINNON, WA	CESSNA	172PII	FATAL	366
1674	3568C	082485	MORRISVILLE, VT	CESSNA	170B	NONE	356
1675	4252J	082885	CENTRAL SQUARE, NY	PIPER	PA-28-140	SERIOUS	236
1677	2022G	091185	ANGLETON, TX	BELL	206L-1	MINOR	338
1678	5513E	090585	PORT SULPHUR, LA	CESSNA	A185F	MINOR	152
1679	5573G	082885	CRYSTAL BEACH, TX	CESSNA	150J	NONE	336

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1680	3656N	082385	OAK RIDGE, LA	AIR TRACTOR	AT-400	MINOR	150
1681	2217G	081785	LLANO, TX	PIPER	PA-28-181	MINOR	334
1682	9964J	081585	FLOYDADA, TX	CESSNA	T188C	SERIOUS	332
1683	93980	080285	KATY, TX	CESSNA	152	NONE	328
1684	738XZ	081485	SALLISAW, OK	CESSNA	172N	NONE	250
1685	22952	080985	DAMON, TX	BELL	206B	MINOR	330
1686	46170	071485	HONDO, TX	RYAN	ST3KR (PT-	NONE	324
1687	9905N	071285	PATTERSON, LA	CESSNA	A185F	MINOR	146
1688	7930G	042285	ABILENE, TX	CESSNA	150	NONE	294
1689	91157	091885	CHUATHBALUK, AK	CESSNA	207	NONE	22
1690	22AK	062785	PORT LIONS, AK	PIPER	J-3/100	NONE	6
1691	32576	072685	SOUTH BAY, FL	PIPER	PA-28-180	NONE	86
1692	8665G	072685	APALACHICOLA, FL	CESSNA	150F	NONE	88
1693	1625H	031185	CHARLESTON, WV	CESSNA	177RG	FATAL	384
1694	505PC	100485	TROY, MI	PIPER	PA-30	MINOR	168
1695	8229L	080685	WHITEWATER, WI	CESSNA	172H	NONE	382
1696	NONE	092985	POST FALLS, ID	TERATORN	TIERRA II	FATAL	114
1697	8316B	102885	NORTH BEND, OR	CESSNA	172	SERIOUS	262
1698	6927P	051985	COALINGA, CA	PIPER	PA-24-250	NONE	48
1699	6937Q	080485	GRIFFITH, IN	BEECH	A23A	NONE	122
1700	88DM	091385	OLATHE, KS	CESSNA	421B	NONE	126
1701	1254V	081085	INT'L FALLS, MN	CESSNA	172XP	NONE	174
1702	7595F	060185	HILLSBORO, TX	CHAMPION	7GCAA	MINOR	312
1703	5604V	072685	FOND DU LAC, WI	HOWARD AIRCR	DGA-15P	NONE	378
1704	7765K	080885	SEATTLE, WA	PIPER	PA-20	NONE	362

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1705	2071K	072585	VALPARAISO, IN	LUSCOMBE	8A	NONE	120
1706	5191N	073085	DELAN, WI	BOEING	E-75	NONE	380
1707	2260N	072285	SHELBYVILLE, IL	FRANK H MARC	AVENGER GY	MINOR	118
1707	67EZ	072285	SHELBYVILLE, IL	HAZELRIGE	VARIEZE	MINOR	116
1708	4016F	100585	GUILFORD, MO	CESSNA	172	MINOR	180
1709	4810M	072185	MOULTONBORO, NH	PIPER	PA-11	SERIOUS	212
1710	47364	010185	HOPKINTON, NH	PIPER	PA-34-200T	SERIOUS	208
1711	20273	100385	LONDON, KY	CESSNA	172	MINOR	136
1712	18382	061785	BOSCOBEL, WI	BEECH	V35B	NONE	370
1713	27522	020185	WHITEFIELD, NH	PIPER	PA-31-350	FATAL	210
1715	333WL	091385	CATAHOULA, LA	CESSNA	A185F	FATAL	154
1716	5186	073085	SHELLEY, ID	GRUMMAN	164A	NONE	104
1717	33920	092985	PREBLE, NY	SCHWEIZER	SGS 2-33A	MINOR	240
1718	4328G	062385	CORTLAND, NY	MCCULLOCH AI	J-2	MINOR	232
1719	2661K	081385	CARTHAGE, NY	LUSCOMBE	8E	MINOR	234
1720	9607B	081785	BUXTON, OR	CESSNA	180A	NONE	256
1721	54016	081985	PRESTON, ID	CESSNA	172P	NONE	106
1722	4597Q	090485	SAN JOSE, CA	CESSNA	402A	NONE	62
1723	421GS	090485	JULIAN, CA	PIPER	PA-28-161	NONE	60
1724	542TW	062885	CHARLOTTE, NC	PIPER	PA-42	FATAL	194
1726	15970	091185	HOSKINS, NE	PIPER	PA-28-180	FATAL	204
1727	1734Q	070985	GENEVA, AL	CESSNA	150	NONE	32
1728	IFROG	071685	BATTLE CREEK, MI	CAMERON	V-77	SERIOUS	164
1728	1533S	071685	BATTLE CREEK, MI	BALLOON WORK	FIREFLY 6B	SERIOUS	166
1729	8253C	062785	AJO, AZ	PIPER	PA-28-236	NONE	46

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1730	22PG	071885	EDEN PRAIRIE, MN	BEECH	BE-55	NONE	172
1731	15ES	073085	LAS VEGAS, NV	CESSNA	T210-L	MINOR	226
1732	93729	092185	LUBBOCK, TX	CESSNA	152	NONE	340
1733	2259H	090185	LITTLETON, CO	BALLOON WORK	FIREFLY 7	SERIOUS	74
1734	6317J	081185	LAKEWOOD, NJ	PIPER	PA-28-180	MINOR	216
1735	8623X	081285	GROTON, CT	ENSTROM	F-28F	MINOR	80
1736	2187F	081085	BULLFROG BASIN, UT	CESSNA	U-206	NONE	350
1737	92279	080385	QUAKERTOWN, PA	PIPER	J3C-65	NONE	264
1738	757PX	080685	ALLENTOWN, PA	CESSNA	152	NONE	266
1739	5337	062285	DEMING, NM	GRUMMAN	G-164A	NONE	222
1740	CGZSQ	082185	ROCKLAKE, ND	CESSNA	152	NONE	202
1741	40296	071885	PICKENS, SC	HILLER	UH-12E	NONE	270
1742	48005	080785	LEXINGTON, NC	CESSNA	152	NONE	198
1743	9308F	092885	WINCHESTER, KY	HUGHES	269A	NONE	134
1744	5DB	090285	AIKEN, SC	BRYAN	HP-14	NONE	272
1745	61769	080885	PEACHTREE CITY, GA	CESSNA	172M	NONE	96
1746	779VM	071385	FRANKLIN, NC	PIPER	PA-28-180	NONE	196
1747	3267N	081985	CARLISLE, MS	PIPER	PA-18S	NONE	188
1748	755DD	090985	GREENFIELD, MO	BEECH	58	NONE	178
1749	100HA	072785	CHESAPEAKE, OH	AERO COMMAND	680-FP	FATAL	246
1750	29460	030385	HOUSTON, TX	CESSNA	177	SERIOUS	276
1751	7807W	031985	WHEELER, TX	PIPER	PA-28-180	NONE	280
1752	711JK	082385	WOODS CROSS, UT	MITCHELL/BED	BD-4	MINOR	352
1753	4483U	041985	ALMA, GA	CESSNA	150	MINOR	94
1754	9818K	070285	LEWISBURG, WV	STINSON	108-2	SERIOUS	386

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1755	704MH	081285	KISSIMMEE, FL	CESSNA	C-150	NONE	92
1756	5891J	071485	SCAPPOOSE, OR	BEECHCRAFT	35-C33	NONE	254
1757	69236	060685	LAS VEGAS, NV	CESSNA	150	NONE	224
1758	5603C	012785	THREE RIVERS, MI	CESSNA	140A	NONE	162
1759	7068C	030285	BARTLESVILLE, OK	PIPER	PA-28-181	MINOR	248
1760	49512	063085	SANDY PIONT, AK	PIPER	PA-18	SERIOUS	8
1761	6101M	062085	THEODORE RIVER, AK	MAULE	M-5	FATAL	4
1762	74DJ	111685	QUINHAGAK, AK	PIPER	PA-32-300	FATAL	28
1763	4570C	061985	FAIRBANKS, AK	CESSNA	170B	NONE	2
1764	58209	093085	PRINEVILLE, OR	MITCHELL	U2	FATAL	258
1766	61788	091685	WRAY, CO	CESSNA	172 M	MINOR	76
1767	3150T	071785	STANTON, KY	CESSNA	177	NONE	130
1768	4374G	042185	UNION CITY, TN	MCCULLOCH AI	J-2	NONE	274
1769	814N	061685	VERO BEACH, FL	BOEING	B737-201	SERIOUS	82
1770	68414	110485	HUGHES, AR	CESSNA	152	NONE	42
1771	9730R	122785	COUNCIL BLUFFS, IA	BEECH	M35	NONE	102
1772	83956	121585	AURORA, MO	PIPER	PA-28RT-20	NONE	186
1773	3399X	102485	WARREN, AR	MOONEY	MK21	MINOR	40
1774	467AC	102585	OGALLALA, NE	BELLANCA	7AC	NONE	206
1775	7067P	110385	GRANDVIEW, MO	PIPER	PA-24-180	NONE	182
1776	121LR	110985	RAYMOND, MS	LONNIE W. RA	MIDGET MUS	FATAL	190
1777	6726Y	100385	SANTA BARBARA, CA	PIPER	PA-23-250	FATAL	68
1778	3643W	100885	PARADISE, CA	PIPER	PA-32-260	NONE	70
1779	26BW	110285	ELBERT, CO	BEECH	58	FATAL	78

File Order Listing - Issue No. 9, 1985

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1780	58266	111085	WESTFIELD, MA	DORFMAN, WILL	BEDE 4/275	NONE	160
1781	1895X	090585	PLACERVILLE, CA	CESSNA	180B	MINOR	66
1782	6436G	090585	HUNTINGTON BEAC, CA	CESSNA	150K	SERIOUS	64
1783	45363	111885	JACKSONVILLE, NC	CESSNA	150M	NONE	200
1784	3339V	100985	FILLMORE, UT	BEECH	35	SERIOUS	354
1785	5661N	101285	WESTERLY, RI	MAULE	MX 7-235	NONE	268
1786	53432	100185	WINNEMUCCA, NV	CESSNA	172P	NONE	230
1787	5486D	102585	GREAT VALLEY, NY	CESSNA	172N	NONE	242
1788	50120	100685	BURTON LAKE, OR	CESSNA	150	NONE	260
1790	43794	102085	TETERBORO, NJ	PIPER	PA-28R-201	NONE	220
1791	4007W	110185	NEW YORK, NY	PIPER	PA-32-300	NONE	244
1792	45920	112485	HUNTSVILLE, AL	CESSNA	152	NONE	36
1793	7451F	101085	CHAPMAN, AL	HUGHES	269C	MINOR	34
1794	77110	100785	NEWPORT, NH	CESSNA	140	NONE	214
1795	64142	101385	VACAVILLE, CA	CESSNA	172M	MINOR	72
1796	92RC	083085	HAMILTON, NY	SWEARINGEN	226T	NONE	238
1797	5691Y	101785	LINDEN, NJ	ENSTROM	F-28C	NONE	218
1798	9861Z	100685	WEST DOVER, VT	CESSNA	C206	SERIOUS	358
1800	48987	102785	PARKERSBURG, WV	CESSNA	152	NONE	388





AIRCRAFT ACCIDENT REPORTS  
BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 9 OF 1985 ACCIDENTS

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1763      6/19/85      FAIRBANKS,AK      A/C Reg. No. N4570C      Time (Lcl) - 0754 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	1

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

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

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

Eng Make/Model      - CONTINENTAL O-360D  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 145 HP

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

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

Weather Data

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

Basic Weather      - VMC  
Wind Dir/Speed- 070/003 KTS  
Visibility      - 80.0 SM  
Lowest Sky/Clouds      - 3800 FT  
Lowest Ceiling      - 7500 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
FAIRBANKS,AK  
Destination  
FAIRBANKS,AK

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

FAIRBANKS INTERNATIONAL  
Runway Ident      - UNK/NR  
Runway Lth/Wid      - 3600/ 50  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

Pilot-In-Command

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

Age - 46  
Biennial Flight Review  
Current      - NO  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)		
Total	- 80	Last 24 Hrs - UNK/NR
Make/Model-	UNK/NR	Last 30 Days- UNK/NR
Instrument-	0	Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

PLT LOST CONTROL ON LANDING AND GROUND LOOPED. WX AND FIELD CONDITIONS NOT A FACTOR.

Brief of Accident (Continued)

File No. - 1763

6/19/85

FAIRBANKS, AK

A/C Reg. No. N4570C

Time (Lcl) - 0754 ADT

---

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
  2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  4.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1761      6/20/85      THEODORE RIVER, AK      A/C Reg. No. N6101M      Time (Lcl) - 0045 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - MAULE M-5  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2300  
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J2A5D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 235 HP

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

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

Weather Data

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

Wind Dir/Speed- 060/003 KTS  
Visibility - 1.000 SM

Lowest Sky/Clouds - 50 FT PART OBS  
Lowest Ceiling - 500 FT OBSCURED

Obstructions to Vision- FOG  
Precipitation - RAIN  
Condition of Light - DUSK

Itinerary

Last Departure Point  
THEODORE RIVER, AK  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - 12000/ 400  
Runway Surface - GRASS/TURF  
Runway Status - WET

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

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

Age - 38  
Biennial Flight Review  
Current - YES  
Months Since - 12  
Aircraft Type - 150

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

Total	119	Last 24 Hrs	1
Make/Model-	56	Last 30 Days-	0
Instrument-	3	Last 90 Days-	10

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT CAUGHT LEFT WING TIP WHILE TURNING TO LAND AND LOST CONTROL OF THE AIRPLANE CRASHING INTO TURF.

Brief of Accident (Continued)

File No. - 1761

6/20/85

THEODORE RIVER, AK

A/C Reg. No. N6101M

Time (Lc1) - 0045 ADT

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

1. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND

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

----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. - 1690      6/27/85      .PORT LIONS,AK      A/C Reg. No. N22AK      Time (Lc1) - 2100 ADT

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

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

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

Make/Model - PIPER J-3/100	Eng Make/Model - CONTINENTAL UNKNOWN	ELT Installed/Activated - UNK/NR
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 - 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	KODIAK,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PORT LIONS
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - 24
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

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

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LOST DIRECTIONAL CONTROL OF THE ACFT DURING A TOUCH AND GO LANDING. THE ACFT VEERED OFF THE RWY AND CONTACTED BOULDERS. THE PLT REPORTED TO BYSTANDERS AT THE ACCIDENT SITE THAT IT HAD BEEN A LONG TIME SINCE HE HAD FLOWN AN ACFT EQUIPPED WITH HEEL BRAKES.

Brief of Accident (Continued)

File No. - 1690

6/27/85

PORT LIONS, AK

A/C Reg. No. N22AK

Time (Lc1) - 2100 ADT

-----  
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

-----  
----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. - 1760      6/30/85      SANDY PIONT, AK      A/C Reg. No. N49512      Time (Lcl) - 1755 ADT

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

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

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320-A2A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAND POINT, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SAND POINT
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 1800 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 - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 133
SE LAND, SE SEA	Months Since - 13	Make/Model- 33
	Aircraft Type - 172	Instrument- 1
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

PILOT LOST CONTROL WHILE ATTEMPTING TO DEMONSTRATE AEROBATIC FLIGHT AT LOW ALTITUDE AND CRASHED.



Brief of Accident (Continued)

File No. - 1760

6/30/85

SANDY PIONT,AK

A/C Reg. No. N49512

Time (Lc1) - 1755 ADT

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

Finding(s)

1. AEROBATICS - ATTEMPTED - PILOT IN COMMAND
2. ALTITUDE - IMPROPER - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, - PILOT IN COMMAND

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

Finding(s)

5. AEROBATICS - IMPROPER - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1647      7/06/85      TYRONE CREEK, AK      A/C Reg. No. N38471      Time (Lcl) - 1100 ADT

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

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

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

Make/Model - PIPER J-3	Eng Make/Model - CONTINENTAL C85-8	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LAKE LOUISE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TYRONE CREEK, AK	
Wind Dir/Speed- 050/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 55.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - GO AROUND	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 - 700
SE LAND	Months Since - 10	Make/Model- 40
	Aircraft Type - J-3	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DELAYED INITIATING AN ABORTED LANDING, AND THE ACFT ROLLED INTO WATER AT THE END OF THE RWY WHERE IT NOSED OVER.

Brief of Accident (Continued)

File No. - 1647

7/06/85

TYRONE CREEK, AK

A/C Reg. No. N38471

Time (Lc1) - 1100 ADT

Occurrence

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. ABORTED LANDING - DELAYED - PILOT IN COMMAND

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1648

7/17/85

ALEXANDER LAKE, AK

A/C Reg. No. N3445Z

Time (Lcl) - 2000 ADT

-----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 - TAKEOFF

Fire  
NONE

Crew  
Pass

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

Make/Model - PIPER PA-22/20  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2000  
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-B3B  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 100.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ALEXANDER LAKE, AK  
Destination  
BIG LAKE, AK

ATC/Airspace

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

Airport Proximity  
ON AIRSTRIP

Airport Data

ALEXANDER LAKE  
Runway Ident - 28  
Runway Lth/Wid - 1600/ 30  
Runway Surface - DIRT  
Runway Status - DRY

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

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

Age - 43  
Biennial Flight Review  
Current - YES  
Months Since - 13  
Aircraft Type - PA-22

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 685  
Make/Model- 650  
Instrument- 1  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 53

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LOST DIRECTIONAL CONTROL OF THE ACFT DURING TAKEOFF AND THE ACFT ROLLED INTO ROUGH TERRAIN ALONG SIDE OF THE  
RWY WHERE IT NOSED OVER.

Brief of Accident (Continued)

File No. - 1648

7/17/85

ALEXANDER LAKE, AK

A/C Reg. No. N3445Z

Time (Lc1) - 2000 ADT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2. TERRAIN CONDITION - ROUGH/UNEVEN
- 

Occurrence #2        NOSE OVER  
Phase of Operation    TAKEOFF - GROUND RUN

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1646

8/17/85

ANCHORAGE, AK

A/C Reg. No. N3365M

Time (Lcl) - 0850 ADT

-----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 - DESCENT

Fire NONE  
Crew Pass

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

Make/Model - PIPER PA-12  
Landing Gear - FLOAT  
Max Gross Wt - 1935  
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 60.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

SAND LAKE  
Runway Ident - N/A  
Runway Lth/Wid - 3400/ 140  
Runway Surface - WATER  
Runway Status - WET

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 39

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 132	Last 24 Hrs - UNK/NR
Make/Model- 45	Last 30 Days- UNK/NR
Instrument- 3	Last 90 Days- 58

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED SUFFICIENT ALT COULD NOT BE OBTAINED TO CLEAR TREES DURING TAKEOFF. THE ACFT STALLED AND THE RIGHT WING CONTACTED THE WATER RESULTING IN THE ACFT CARTWHEELING. INVESTIGATION REVEALED THE ACFT WAS OVER GROSS WEIGHT AND CG WAS BEYOND THE AFT LIMIT.

Brief of Accident (Continued)

File No. - 1646

8/17/85

ANCHORAGE, AK

A/C Reg. No. N3365M

Time (Lcl) - 0850 ADT

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT

Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
  2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
  3. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation      DESCENT - UNCONTROLLED

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1645      8/18/85      WASILLA, AK      A/C Reg. No. N34656      Time (Lcl) - 1316 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor  
1      0  
0      0

None  
0  
0

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

Make/Model      - STINSON 10A  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1650  
No. of Seats      - 3

Eng Make/Model      - LYCOMING O-290-D2  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 135 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      - 20.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - 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 - 29

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 79      Last 24 Hrs - UNK/NR  
Make/Model- 26      Last 30 Days- UNK/NR  
Instrument- 0      Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED TREES DURING A FORCED LANDING FOLLOWING A LOSS OF PWR WHICH RESULTED FROM FUEL EXHAUSTION DURING AN INITIAL TAKEOFF CLIMB. THE PLT ATTEMPTED TO LAND ON A ROAD, HOWEVER, WHEN A CAR PULLED ONTO THE ROAD, THE PLT FLEW THE ACFT INTO TREES. ONLY A RESIDUAL AMT OF FUEL WAS FOUND REMAINING IN THE ACFT.



Brief of Accident (Continued)

File No. - 1645

8/18/85

WASILLA, AK

A/C Reg. No. N34656

Time (Lc1) - 1316 ADT

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

Finding(s)

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

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

Finding(s)

4. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1644

8/18/85

TUTNA LAKE, AK

A/C Reg. No. N68085

Time (Lc1) - 1403 ADT

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

Type Operating Certificate-ON-DEMAND AIR TAXI  
Name of Carrier -ALASKA AIR GUIDES, INC.  
Type of Operation -NON SCHED, DOMESTIC, PAX/CARGO  
Flight Conducted Under -14 CFR 135  
Accident Occurred During -MANEUVERING

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

Make/Model - DEHAVILLAND DHC-2 MK.1  
Landing Gear - FLOAT  
Max Gross Wt - 5100  
No. of Seats - 4

Eng Make/Model - P&W R-985-39-14B  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 450 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 110/012 KTS  
Visibility - 40.0 SM  
Lowest Sky/Clouds - 200 FT THIN BKN  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 25  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - C-206

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

Total	- 4190	Last 24 Hrs	- 8
Make/Model	- 406	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 290
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED ON THE SIDE OF A MOUNTAIN AT AN ELEV OF 2200 FT APRX 3 MILES FROM ITS INTENDED DESTINATION, A REMOTE LAKE. PURPOSE OF THE FLT WAS TO DISCHARGE CARIBOU HUNTERS INTO AN AREA WHERE CARIBOU WERE SPOTTED EARLY THAT DAY. THE ACFT WAS DESTROYED BY FIRE. INSPECTION OF THE WRECKAGE FAILED TO REVEAL A MECHANICAL FAILURE/MALFUNCTION.

Brief of Accident (Continued)

File No. - 1644

8/18/85

TUTNA LAKE, AK

A/C Reg. No. N68085

Time (Lc1) - 1403 ADT

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. IN-FLIGHT PLANNING/DECISION - POOR.- PILOT IN COMMAND
3. 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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1643

9/04/85

KODIAK, AK

A/C Reg. No. N9919D

Time (Lcl) - 0945 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
0  
0

Minor  
1  
0

None  
0  
0

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

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

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

ELT Installed/Activated - YES/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- 330/015 KTS  
Visibility - 25.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
KODIAK, AK  
Destination  
AFOGNAK ISLAND, AK

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 50  
Biennial Flight Review  
Current - NO  
Months Since - 48  
Aircraft Type - PA-18

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

Total - 2500  
Make/Model- 1000  
Instrument- 100  
Multi-Eng - 10  
Last 24 Hrs - 5  
Last 30 Days- 5  
Last 90 Days- 300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE ENTERED A SMALL CANYON WITH A RIDGE LINE AT THE END WHICH HE WOULD HAVE TO CROSS. AS THE PLT CONTINUED INTO THE CANYON HE HAD INSUFFICIENT ALT TO CLEAR THE RIDGE. THE ACFT STALLED AND STRUCK THE SIDE OF THE MOUNTIAN RIDGE.

Brief of Accident (Continued)

File No. - 1643

9/04/85

KODIAK, AK

A/C Reg. No. N9919D

Time (Lcl) - 0945 ADT

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

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL

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. - 1689      9/18/85      CHUATHBALUK,AK      A/C Reg. No. N91157      Time (Lcl) - 1303 ADT

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

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

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

Make/Model	- CESSNA 207	Eng Make/Model	- CONTINENTAL IO-520	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - PATWAS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	RED DEVIL,AK	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	ANI,AK	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 100.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - WET
Obstructions to Vision- NONE		WATER-CALM
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1451	Last 24 Hrs - 3
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 35	Last 30 Days- UNK/NR
	Aircraft Type - C-207	Instrument- 196	Last 90 Days- UNK/NR
		Multi-Eng - 32	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT MADE AN EMERGENCY LANDING IN A RIVER AFTER AN ENG FAILURE DUE TO FUEL EXHAUSTION. THE PLT STATED THAT HE COULD NOT DETERMINE EXACT FUEL QUANTITY PRIOR TO TAKEOFF DUE TO A BROKEN CAP ON RIGHT FUEL TANK. THE OPERATOR TOLD THE PLT TO FLY THE ACFT DESPITE HIS KNOWLEDGE OF THE BROKEN FUEL CAP AND THE UNCERTAIN FUEL QUANTITY.

Brief of Accident (Continued)

File No. - 1689

9/18/85

CHUATHBALUK, AK

A/C Reg. No. N91157

Time (Lcl) - 1303 ADT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
  2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
  3. IMPROPER DECISION,COMPANY-INDUCED PRESSURE - PILOT IN COMMAND
  4. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
  5. FUEL SUPPLY - INADEQUATE - COMPANY/OPERATOR MGMT
  6. FUEL CONSUMPTION CALCULATIONS - NOT POSSIBLE - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3      DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation      LANDING

Finding(s)

7. TERRAIN CONDITION - NONE SUITABLE
- 

-----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) 1,2,3,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1640      10/08/85      KING SALMON, AK      A/C Reg. No. N6198M      Time (Lcl) - 1040 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
0  
0

Minor  
0  
0

None  
1  
0

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

Make/Model      - MAULE M5-235C  
Landing Gear      - FLOAT  
Max Gross Wt      - 2300  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-540-J1A5D  
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      - FSS  
Method      - ACFT RADIO  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- 150/020 KTS  
Visibility      - 3.000 SM  
Lowest Sky/Clouds      - 1200 FT  
Lowest Ceiling      - 1200 FT OVERCAST  
Obstructions to Vision- UNK/NR  
Precipitation      - RAIN  
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      - STRAIGHT-IN  
FULL STOP

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      - 24  
Aircraft Type      - M5-235C

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 217  
Make/Model- 69  
Instrument- 0  
Last 24 Hrs - 1  
Last 30 Days- 13  
Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE MISJUDGED THE X-WIND AND WATER CURRENT DURING LANDING. THE ACFT FLOATS DUG INTO THE WATER AND THE ACFT NOSED OVER AND SANK.



Brief of Accident (Continued)

File No. - 1640

10/08/85

KING SALMON, AK

A/C Reg. No. N6198M

Time (Lc1) - 1040 ADT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WIND INFORMATION - NOT IDENTIFIED - PILOT IN COMMAND
3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
4. ALTITUDE - IMPROPER - PILOT IN COMMAND
5. FLARE - NOT ATTAINED - 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) 2,3,4,5

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1642      10/26/85      SOLDOTNA, AK

A/C Reg. No. N300WC

Time (Lcl) - 1515 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 - DESCENT

Fire  
NONE

Crew  
Pass

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

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

Eng Make/Model - LYCOMING O-360-A  
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- VARIABLE  
Visibility - 60.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity  
ON AIRSTRIP

Airport Data

GAEDE STRIP  
Runway Ident - N/A  
Runway Lth/Wid - 2000  
Runway Surface - GRASS/TURF  
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 - 7  
Aircraft Type - C-177

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

Total	- 524	Last 24 Hrs -	0
Make/Model-	117	Last 30 Days-	1
Instrument-	69	Last 90 Days-	14

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT DURING THE PREFLIGHT INSPECTION THE RIGHT WING TANK QUICK DRAIN WAS FROZEN AND THE FUEL STRAINER WAS NOT WORKING CORRECTLY. AFTER CONSULTING WITH A MECHANIC, A TAKEOFF WAS PERFORMED AND THE ENG QUIT DURING INITIAL CLIMB. THE ACFT CONTACTED TREES DURING THE EMERGENCY DESCENT. EXAMINATION OF THE FUEL SYSTEM REVEALED ICE AND SMALL AMOUNTS OF PAINT, FOAM INSULATION, RUST AND WOOD CHIPS IN THE SYSTEM. THE PLT WAS RETURNING THE ACFT TO HOME BASE FOLLOWING AN ANNUAL INSPECTION. EXAMINATION OF THE ENG FAILED TO DISCLOSE ANY MECHANICAL FAILURE/MALFUNCTION.

Brief of Accident (Continued)

File No. - 1642

10/26/85

SOLDOTNA, AK

A/C Reg. No. N300WC

Time (Lc1) - 1515 ADT

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

Finding(s)

1. FUEL SYSTEM, TANK - WATER
2. FUEL SYSTEM, LINE - CONTAMINATION
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
5. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - COMPANY MAINTENANCE PSNL

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

Finding(s)

6. OBJECT - TREE(S)

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1762

11/16/85

QUINHAGAK, AK

A/C Reg. No. N74DJ

Time (Lcl) - 1920 AST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage									
Name of Carrier	-JULIAN F. LAPAGE	DESTROYED									
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	Serious	0	Minor	1	None	0
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	4		1		1		0	
Accident Occurred During	-DESCENT										

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

Make/Model	- PIPER PA-32-300	Eng Make/Model	- LYCOMING IO-540-K1AS	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 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	BETHEL, AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- IMC	QUINHAGAK, AK		Runway Ident	- N/A
Wind Dir/Speed	- CALMABLE			Runway Lth/Wid	- N/A
Visibility	- 1.000 SM	ATC/Airspace		Runway Surface	- N/A
Lowest Sky/Clouds	- 1000 FT SCATTERED	Type of Flight Plan	- NONE	Runway Status	- N/A
Lowest Ceiling	- 2000 FT OVERCAST	Type of Clearance	- NONE		
Obstructions to Vision	- FOG	Type Apch/Lndg	- NONE		
Precipitation	- SNOW				
Condition of Light	- NIGHT(DARK)				

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

Pilot-In-Command	Age - 22	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1400	Last 24 Hrs - 3
SE LAND, SE SEA	Months Since - 7	Make/Model - 65	Last 30 Days - 65
	Aircraft Type - DHC-2	Instrument - 30	Last 90 Days - 225
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT CRASHED ON THE FROZEN LEVEL TUNDRA AT NIGHT WHILE ON A PART 135 AIR TAXI FLIGHT FROM BETHEL TO QUINHAGAKI ALASKA. THE INVESTIGATION REVEALED THE COMMERCIAL RATED AIR TAXI PILOT DID NOT HAVE A 135 AIR TAXI CHECK RIDE OR COMPETENCY CHECK. THE PILOT'S CERTIFICATE PROHIBITED HIM TO CARRY PASSENGERS FOR HIRE AT NIGHT OR MORE THAN 50 MILE CROSS COUNTRY FLIGHT. AT TIME OF THE ACCIDENT THE WEATHER WAS BELOW VFR CONDITIONS AND THE PILOT DID NOT RECEIVE A WEATHER BRIEFING.

Brief of Accident (Continued)

File No. - 1762

11/16/85

QUINHAGAK,AK

A/C Reg. No. N74DJ

Time (Lcl) - 1920 AST

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

Finding(s)

1. WEATHER CONDITION - FOG
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
4. INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
5. WEATHER CONDITION - LOW CEILING
6. IN-FLIGHT PLANNING/DECISION - NOT PERFORMED - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
8. LIGHT CONDITION - DARK NIGHT
9. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND
10. IMPROPER USE OF PROCEDURE, COMPANY-INDUCED PRESSURE - COMPANY/OPERATOR MGMT
11. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
12. IMPROPER USE OF EQUIPMENT/AIRCRAFT, IMPROPER TRAINING - COMPANY/OPERATOR MGMT
13. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
14. IMPROPER USE OF EQUIPMENT/AIRCRAFT, IMPROPER INITIAL TRAINING - COMPANY/OPERATOR MGMT
15. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - COMPANY/OPERATOR MGMT

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

Finding(s)

16. TERRAIN CONDITION - GROUND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6,9,11,12,13,14,15

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,7,8,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1621      6/28/85      DOTHAN, AL      A/C Reg. No. N151A      Time (Lcl) - 1020 CDT

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

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

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

Make/Model - PIRER J3C-65	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	DOTHAN, AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 100/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 2.500 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 800 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 800 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - NO	Total - 1347
SE LAND	Months Since - UNK/NR	Make/Model- 33
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 48
		Multi-Eng - 2
		Last 24 Hrs - 1
		Last 30 Days- 40
		Last 90 Days- 132
		Rotorcraft - 1168

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

A WITNESS RELATED THAT SHE OBSERVED THE ACFT FLYING LOW OVER FIELDS AND TREES. SHE LOST SIGHT OF THE ACFT AS IT WENT AROUND A BEND IN THE ROAD. WHEN SHE ROUNDED THE CURVE SHE SAW THE ACFT NOSE DOWN IN A FIELD WITH THE TAIL POINTED VIRTUALLY STRAIGHT UP. THE PLT SAID THAT HE REMEMBERS NOTHING OF THE ACCIDENT SEQUENCE. ACCORDING TO THE PLT THE LAST THING HE REMEMBERS IS FLYING STRAIGHT AND LEVEL AT 90 MPH AT 1000 FT AGL.

Brief of Accident (Continued)

File No. - 1621

6/28/85

DOTHAN, AL

A/C Reg. No. N151A

Time (Lcl) - 1020 CDT

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

Finding(s)

1. BUZZING - PERFORMED - PILOT IN COMMAND
2. UNDETERMINED

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

Finding(s)

3. TERRAIN CONDITION - OPEN FIELD

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1727      7/09/85      GENEVA,AL      A/C Reg. No. N1734Q      Time (Lcl) - 1855 CDT

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

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

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

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	GENEVA,AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	GENEVA MUNI
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 100
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 - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 6000
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING INSTRUCTIONAL FLIGHT ACFT COLLIDED WITH TREES AFTER TAKEOFF. INSTRUCTOR SAID FLAPS WOULD NOT RETRACT WHILE IN GO AROUND. ACFT OWNER TOLD FAA INSPECTOR INSTRUCTOR TOLD HIM FLAPS WOULD NOT RETRACT AFTER FINAL LANDING. FUSE WAS THEN REPLACED WITH NO EFFECT. INSTRUCTOR WITH STUDENT THEN TAXIED TO THE RUNWAY AND MADE FULL FLAP TAKEOFF ON 90'F DAY.



Brief of Accident (Continued)

File No. - 1727

7/09/85

GENEVA,AL

A/C Reg. No. N1734Q

Time (Lc1) - 1855 CDT

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

Finding(s)

1. FLT CONTROL SYST,WING FLAP CONTROL - INOPERATIVE
2. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND(CFI)
3. FLT CONTROL SYST,WING FLAP CONTROL - UNDETERMINED
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND(CFI)
5. JUDGEMENT - POOR - PILOT IN COMMAND(CFI)
6. RAISING OF FLAPS - NOT ATTAINED - PILOT IN COMMAND(CFI)

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

Finding(s)

7. CLIMB - NOT POSSIBLE - PILOT IN COMMAND
8. STALL/MUSH - PERFORMED - PILOT IN COMMAND

----Probable Cause----

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

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. - 1793      10/10/85      CHAPMAN,AL      A/C Reg. No. N7451F      Time (Lcl) - 1515 CDT

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

Type Operating Certificate-EXTERNAL LOAD

Type of Operation      -AERIAL APPLICATION  
Flight Conducted Under      -14 CFR 133  
Accident Occurred During      -TAKEOFF

Aircraft Damage  
DESTROYED

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor  
0      1  
0      1

None  
0  
0

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

Make/Model      - HUGHES 269C  
Landing Gear      - SKID  
Max Gross Wt      - 1670  
No. of Seats      - 3

Eng Make/Model      - LYCOMING H10-360 SER  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 190 HP

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

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

Weather Data

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

Basic Weather      - VMC

Wind Dir/Speed- 350/060 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  
CHAPMAN,AL  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI  
SE LAND  
HELICOPTER

Age - 28

Biennial Flight Review

Current      - NO  
Months Since      - 12  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 3167      Last 24 Hrs - UNK/NR  
Make/Model- 1500      Last 30 Days- UNK/NR  
Instrument- 73      Last 90 Days- 114  
Rotorcraft      - 3131

Instrument Rating(s) - HELICOPTER

-----Narrative-----

DURING AN ATTEMPTED TAKEOFF FROM A FIELD ADJACENT TO A GROVE OF TREES THE AIRCRAFT WAS UNABLE TO CLIMB OVER THE TREES AND CRASHED INTO THEM. THE ENGINE WAS TEST RUN AND ALTHOUGH IT RAN ROUGH DURING INITIAL START UP IT LATER OPERATED NORMALLY AND THE REASON FOR THE INITIAL PROBLEM WASNOT DETERMINED. NEITHER THE PILOT NOR PASSENGER INDICATED THAT THE AIRCRAFT SUFFERED A LOSS OF POWER DURING TAKEOFF.

Brief of Accident (Continued)

File No. - 1793

10/10/85

CHAPMAN,AL

A/C Reg. No. N7451F

Time (Lc1) - 1515 CDT

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Occurrence IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - TREE(S)
  2. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - EXCEEDED
  3. PROCEDURES/DIRECTIVES - IMPROPER USE OF - PILOT IN COMMAND
  4. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  5. AIRCRAFT PREFLIGHT - IMPROPER USE OF - PILOT IN COMMAND
  6. CHECKLIST - 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) 2,3,5,6

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

**National Transportation Safety Board**  
Washington, D.C. 20594

Brief of Accident

File No. - 1792      11/24/85      HUNTSVILLE,AL      A/C Reg. No. N45920      Time (Lcl) - 1700 CST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing    - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method        - N/A	CROSS CITY,FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HUNTSVILLE,AL	HUNTSVILLE
Wind Dir/Speed- 070/005 KTS	AJC/Airspace	Runway Ident    - N/A
Visibility     - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling    - 9000 FT OVERCAST	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 - 51	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current        - YES	Total        - 1488
SE LAND,ME LAND	Months Since - 3	Make/Model- 150
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 166
		Last 24 Hrs - 5
		Last 30 Days- 6
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

DURING A CROSS COUNTRY FLIGHT THE PILOT ELECTED NOT TO REFUEL AT HIS PROPOSED REFUELING POINT AND CONTINUED TO ANOTHER AIRPORT. WHILE ON A VISUAL APPROACH TO THE RUNWAY, THE AIRCRAFT LOST POWER DUE TO FUEL EXHAUSTION.

Brief of Accident (Continued)

File No. - 1792

11/24/85

HUNTSVILLE,AL

A/C Reg. No. N45920

Time (Lcl) - 1700 CST

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
  2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  3. JUDGEMENT - POOR - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

4. TERRAIN CONDITION - 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. - 1666      8/10/85      MOSCOW, AR      A/C Reg. No. N9060P      Time (Lc1) - 1830 CDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PINE BLUFF, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 080/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 488
SE LAND	Months Since - 19	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-18	Make/Model- 237
		Instrument- 0
		Multi-Eng - 21
		Last 30 Days- 15
		Last 90 Days- 46

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES SAW THREE ACFT IN A LOOSE TRAIL FORMATION AT LOW ALT NEAR THE PLT'S PVT FARM STRIP. THE LAST ACFT IN THE TRAIL POSITION (N9060P) BROKE OFF TO THE LEFT AND MADE A STEEP PULL UP. AFTER A SHORT CLIMB, THE NOSE OF THE ACFT DROPPED AND THE ACFT DOVE TO THE GROUND. THE ACFT IMPACTED IN A NOSE LOW ATTITUDE. POST ACCIDENT EXAMINATION OF THE AIRFRAME AND ENG FAILED TO DISCLOSE ANY PREIMPACT FAILURE/MALFUNCTION.

Brief of Accident (Continued)

File No. - 1666

8/10/85

MOSCOW,AR

A/C Reg. No. N9060P

Time (Lc1) - 1830 CDT

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

Finding(s)

1. PULL-UP - PERFORMED - PILOT IN COMMAND
  2. STALL - INADVERTENT - PILOT IN COMMAND
- 

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

Finding(s)

3. TERRAIN CONDITION - CROP
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1773      10/24/85      WARREN, AR      A/C Reg. No. N3399X      Time (Lcl) - 2150 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor  
0      1  
0      0

None  
0  
0

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

Make/Model      - MOONEY MK21  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2250  
No. of Seats      - 4

Eng Make/Model - LYCOMING IO360 AIA  
Number Engines - 1  
Engine Type      - RECIP-FUEL INJECTED  
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      - VMC  
Wind Dir/Speed- CALM  
Visibility      - 5.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- HAZE  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
BIRMINGHAM, AL  
Destination  
FORTH WORTH, TX

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      - DIRT  
Runway Status      - WET

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

Pilot-In-Command

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

Age - 50

Biennial Flight Review

Current      - YES  
Months Since      - UNK/NR  
Aircraft Type      - M20E

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 1105      Last 24 Hrs - 3  
Make/Model- 540      Last 30 Days- UNK/NR  
Instrument- 119      Last 90 Days- 44

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT CRUISE LEVEL FLT THE PLT RPTD A MALFUNCTIONING ENGINE. THE PLT WAS CLEARED TO DESCEND TO AN AIRPORT IN THE VICINITY. THE PRECAUTIONARY LANDING WAS INITIATED DUE TO AN OIL PRESSURE DECLINE. APPROACHING FOR THE LANDING THE PLT RPTD THE ENGINE COMPLETELY QUIT WHICH MADE A LANDING AT THE AIRPORT IMPOSSIBLE. A TEARDOWN INSPECTION OF THE ENGINE REVEALED THAT THE NUMBER 1 CONNECTING ROD WAS BROKEN WITH SIGNS OF EXTREME OVER HEATING TO THE POINT OF MELTING AND PERFORMING THE CONNECTING ROD AND CAP. THE ROD BEARING WAS SEVERELY WORN TO A POINT OF BEING PAPER THIN. THE OIL JOURNAL WAS CLOGGED WITH METAL DEBRIS. THE LACK OF LUBRICATION WAS CONFINED TO THIS CYLINDER.



Brief of Accident (Continued)

File No. - 1773

10/24/85

WARREN, AR

A/C Reg. No. N3399X

Time (Lcl) - 2150 CDT

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

Finding(s)

1. ENGINE INSTRUMENTS, OIL PRESSURE GAGE - PRESSURE TOO LOW
2. LUBRICATING SYSTEM - FAILURE, PARTIAL

Occurrence #2      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      MANEUVERING

Finding(s)

3. ENGINE ASSEMBLY, BEARING - FAILURE, TOTAL
4. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL
5. FLUID, OIL - STARVATION

Occurrence #3      FORCED LANDING  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation

Finding(s)

6. TERRAIN CONDITION - GROUND
7. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1770      11/04/85      HUGHES, AR      A/C Reg. No. N68414      Time (Lcl) - 1530 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	2
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 SERIES  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 115 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - TELETYPE  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed- 330/011 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  
LITTLE ROCK, AR  
Destination  
MEMPHIS, TN

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP, CFI  
SE LAND, ME LAND

Age - 32

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2250	Last 24 Hrs	- 3
Make/Model	- 1500	Last 30 Days	- UNK/NR
Instrument	- 220	Last 90 Days	- 60
Multi-Eng	- 750		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE TRAINING FLT PROGRESSED NORMALLY UNTIL A LOSS OF PWR FORCED THE STUDENT PILOT AND INSTRUCTOR TO MAKE A FORCED LANDING TO A PLOWED FIELD SHORT OF THEIR DESTINATION AIRPORT. THE SUBSEQUENT LANDING SUBSTANTIALLY DAMAGED THEIR AIRCRAFT. AN ENGINE INSPECTION REVEALED THAT THE 2554 HOUR ENGINE SUSTAINED A FAILURE OF THE NO. 1 CYLINDER ROD CAP BOLT. THE ROD BOLT DID NOT EXHIBIT ANY PRE-EXISTING CRACKS. THE ENGINE WAS EXAMINED 32 HOURS PRIOR TO THE FAILURE DURING AN ANNUAL INSP. THE MANUFACTURERS RECOMMENDED TIME BETWEEN OVERHAUL WAS EXCEEDED BY 554 HOURS.

Brief of Accident (Continued)

File No. - 1770

11/04/85

HUGHES, AR

A/C Reg. No. N68414

Time (Lcl) - 1530 CST

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

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
2. MAINTENANCE,MAJOR REPAIR - DELAYED - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING  
Phase of Operation CRUISE - NORMAL

Occurrence #3 NOSE OVER  
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1625      6/23/85      GLENDALE,AZ      A/C Reg. No. N17RM      Time (Lc1) - 0700 MST

-----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	Injuries			None
	Serious	Minor		
0	1	0	0	0
0	1	0	0	0

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

Make/Model      - STARDUSTER II  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1100  
No. of Seats      - 1

Eng Make/Model      - LYCOMING IO-360-A1  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 180 HP

ELT Installed/Activated - YES-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- VARIABLE  
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  
GLENDALE,AZ  
Destination  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

GLENDALE MUNICIPAL  
Runway Ident      - 17  
Runway Lth/Wid      - 2400/      50  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

Pilot-In-Command

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

Age - 40

Biennial Flight Review

Current      - YES  
Months Since      - 8  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	4137	Last 24 Hrs	-	1
Make/Model-	11		Last 30 Days-	UNK/NR	
Instrument-	182		Last 90 Days-	11	
Multi-Eng	-	615			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT CROSSED THE ARPT AT MIDFIELD AND MADE A LEFT TURN FOR A CLOSE IN DOWNWIND. WITNESSES ESTIMATED THAT HE MADE A 180 DEG DESCENDING TURN TO FINAL. WHILE ON FINAL THE PLT OBSERVED ANOTHER ACFT WHICH WAS ALREADY ON FINAL SLIGHTLY AHEAD AND SLIGHTLY BELOW HIS ACFT. THE PLT PERFORMED A HARD PULL UP TO AVOID THE OTHER ACFT AND ALLOWED HIS ACFT TO STALL WITHOUT SUFFICIENT ALT TO EFFECT RECOVERY BEFORE GROUND IMPACT OCCURRED.

Brief of Accident (Continued)

File No. - 1625

6/23/85

GLENDAL, AZ

A/C Reg. No. N17RM

Time (Lc1) - 0700 MST

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

Finding(s)

1. PULL-UP - EXCESSIVE - PILOT IN COMMAND
  2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  3. STALL
  4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  5. RADIO COMMUNICATIONS - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1729

6/27/85

AJO,AZ

A/C Reg. No. N8253C

Time (Lcl) - 1150 MST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-HUDGIN AIR SERVICE	DESTROYED	Fatal	0	0	0	1
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0	0	0	2
Accident Occurred During	-STANDING						

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

Make/Model	- PIPER PA-28-236	Eng Make/Model	- LYCOMING O-540-J3A5D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1610	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 235 HP		

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
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  
UNK/NR  
Destination  
TUCSON,AZ

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

AJO  
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)

ATP  
SE LAND,ME LAND

Age - 54

Biennial Flight Review

Current - YES  
Months Since - 3  
Aircraft Type - PA-28-1

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 7222	Last 24 Hrs	- 1
Make/Model	- 50	Last 30 Days	- 71
Instrument	- 891	Last 90 Days	- 167
Multi-Eng	- 2311	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ATTEMPTING TO START THE ENGINE FOR A PLANNED AIR TAXI FLIGHT UNDER CONDITIONS INCLUDING AN OUTSIDE AIR TEMP OF 118 DEGS F, A FIRE ERUPTED IN THE ENGINE COMPARTMENT. THE OCCUPANTS SAFETY EVACUATED THE ACFT & HAD TO WALK 1/4 OF A MILE TO OBTAIN ASSISTANCE. 15 MIN LATER FIRE TRUCKS FROM THE VOLUNTEER FIRE DEPT. ARRIVED ON SCENE & EXTINGUISHED THE FIRE. THE ACFT WAS VIRTUALLY CONSUMED BY THE FIRE, & THE FUEL FED FIRE'S POINT OF ORIGIN IN THE ENGINE COMPARTMENT WAS NOT ASCERTAINED.

Brief of Accident (Continued)

File No. - 1729

6/27/85

AJO,AZ

A/C Reg. No. N8253C

Time (Lc1) - 1150 MST

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Occurrence

FIRE

Phase of Operation

STANDING - STARTING ENGINE(S)

Finding(s)

1. FLUID,FUEL - LEAK

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----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. - 1698

5/19/85

COALINGA, CA

A/C Reg. No. N6927P

Time (Lcl) - 1140 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

4

Accident Occurred During -LANDING

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

Make/Model - PIPER PA-24-250

Eng Make/Model - LYCOMING O-540-A1A5

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2900

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 250 HP

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 220/008 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

LAS VEGAS, NV

Destination

COALINGA, CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - GO AROUND

Airport Proximity

ON AIRPORT

Airport Data

HARRIS AGROWEST

Runway Ident - UNK/NR

Runway Lth/Wid - 3000 -UNK/NR

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 49

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 450

Last 24 Hrs - 0

Make/Model- 450

Last 30 Days- UNK/NR

Instrument- 7

Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT MISTAKENLY LANDED ON A PVT AIRSTRIP AND DURING A X-WIND LANDING MADE A GO AROUND DUE TO A GUST OF WIND. THE ACFT STRUCK A DIRT BERM WITH THE RIGHT WING AND THE RIGHT MAIN GEAR.



Brief of Accident (Continued)

File No. - 1698

5/19/85

COALINGA, CA

A/C Reg. No. N6927P

Time (Lcl) - 1140 PDT

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Occurrence            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING

Finding(s)

1. TERRAIN CONDITION - DIRT BANK
  2. LANDED AT WRONG AIRPORT - - PILOT IN COMMAND
  3. WEATHER CONDITION - CROSSWIND
  4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1627      6/12/85      GARBERVILLE, CA      A/C Reg. No. N12385      Time (Lcl) - 1635 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 315/015 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  
WILLITS, CA

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

BIG FLAT  
Runway Ident - 27  
Runway Lth/Wid - 2500  
Runway Surface - GRAVEL  
Runway Status - DRY

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

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

Age - 30  
Biennial Flight Review  
Current - YES  
Months Since - 4  
Aircraft Type - UNK/NR

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

Total - 100	Last 24 Hrs - UNK/NR
Make/Model- 40	Last 30 Days- UNK/NR
Instrument- 2	Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TOOK OFF IN A RIGHT QUARTERING X-WIND OF ABOUT 45 DEGS AT 15 KTS WITH GUSTS TO 20 KTS. THERE WERE FOUR PERSONS AND 30 GALS OF FUEL ON BOARD. THE RWY WAS 2500 FT IN LENGTH. THE PLT STATED THAT IMMEDIATELY AFTER LIFTOFF A GUST OF WIND PUSHED THE ACFT OFF THE LEFT SIDE OF THE RWY. THE ACFT WAS STILL LOW ENOUGH TO THE GROUND THAT ITS LANDING GEAR AND HORIZONTAL STABILIZER CONTACTED A MOUND OF DIRT WHICH WAS 2 TO 3 FT HIGH. THIS CONTACT SUBSEQUENTLY DAMAGED THE ACFT WHICH CONTINUED FLT TO IT'S PREPLANNED DESTINATION BEFORE LANDING.

Brief of Accident (Continued)

File No. - 1627

6/12/85

GARBERVILLE, CA

A/C Reg. No. N12385

Time (Lc1) - 1635 PDT

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

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  2. WEATHER CONDITION - CROSSWIND
- 

----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. - 1628

6/14/85

FREMONT, CA

A/C Reg. No. N4932P

Time (Lc1) - 0915 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation - INSTRUCTIONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

UNK/NR

Pass

Accident Occurred During -DESCENT

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

Make/Model - CESSNA 152II

Eng Make/Model - LYCOMING O-235-L2C

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1670

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 110 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 315/002 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

FREMONT, CA

Destination

SAN CARLOS, CA

Airport Proximity  
ON AIRPORT

Airport Data

FREMONT

Runway Ident - 31

Runway Lth/Wid - 2300/ 40

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP, CFI

SE LAND, ME LAND

Age - 65

Biennial Flight Review

Current - YES

Months Since - 14

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 4675

Make/Model- 1600

Instrument- 333

Multi-Eng - 229

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 132

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED THE TERRAIN AFTER DRAGGING A WING DURING AN ATTEMPTED SOFT FLD TAKEOFF. THE STUDENT PLT REPORTED THE ACFT VEERED RIGHT ON TAKEOFF AND THE LEFT WING DROPPED. THE ACFT THEN TURNED 45 DEGS TO THE LEFT AND THE WING CONTACTED THE TERRAIN AND THE NOSE GEAR COLLAPSED. THE CFI REPORTED BOTH SHE AND THE STUDENT WERE ATTEMPTING TO OPERATE THE FLT CONTROLS DURING THE ACCIDENT SEQUENCE. NO FLT CONTROL FAILURE/MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 1628

6/14/85

FREMONT, CA

A/C Reg. No. N4932P

Time (Lc1) - 0915 PDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
2. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND(CFI)

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

Finding(s)

3. CONTROL INTERFERENCE - INADVERTENT - DUAL STUDENT
4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND(CFI)

Occurrence #4      MAIN GEAR COLLAPSED  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

5. LANDING GEAR, MAIN GEAR - OVERLOAD

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1626      6/15/85      HEALDSBURG, CA      A/C Reg. No. N6721H      Time (Lcl) - 1700 PDT

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

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

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

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	HAWTHORNE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HEALDSBURG MUNICIPAL
Wind Dir/Speed- 300/012 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 35
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 - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 715
SE LAND	Months Since - 5	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 691
		Instrument- 9
		Last 30 Days- UNK/NR
		Last 90 Days- 18

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED HIS APCH WAS NORMAL BUT WHEN REACHING THE RWY THRESHOLD, THE DESCENT SEEMED TO STOP. THERE WAS A REPORTED HEADWIND OF 30 KTS. HE THEN APPLIED FULL FLAPS. SECONDS LATER LIFT WAS LOST AND THE PLT APPLIED FULL PWR FOR A GO AROUND. THE ACFT TOUCHED DOWN AND BOUNCED. THE PLT STATED A GUST OF X-WIND CAUGHT THE ACFT AND IT WINDMILLED OFF THE RUNWAY, DOWN AN EMBANKMENT AND INTO A GULLY WHERE IT NOSED OVER.

Brief of Accident (Continued)

File No. - 1626

6/15/85

HEALDSBURG, CA

A/C Reg. No. N6721H

Time (Lc1) - 1700 PDT

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

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
  2. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
  3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2            HARD LANDING  
Phase of Operation      LANDING

Finding(s)

4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
  5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

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

Finding(s)

6. TERRAIN CONDITION - DITCH
- 

Occurrence #4            NOSE OVER  
Phase of Operation      LANDING - ROLL

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-----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. - 1659

6/16/85

VAN NUYS, CA

A/C Reg. No. N30738

Time (Lcl) - 1421 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 - DESCENT

Fire NONE  
Crew Pass

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

Make/Model - PIPER J3C-65  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1220  
No. of Seats - 2

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

ELT Installed/Activated - NO -N/A  
Stall Warning System - 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- 110/004 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - 20000 FT  
Lowest Ceiling - 20000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

VAN NUYS  
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 - 63  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

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

Total	-	605	Last 24 Hrs -	0
Make/Model-	73		Last 30 Days-	UNK/NR
Instrument-	65		Last 90 Days-	22
Multi-Eng -	UNK/NR		Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AN ENG FAILUE WAS EXPERIENCED WHILE ON FINAL APCH TO RWY 16R AND THE PLT ELECTED TO MAKE THE FORCED LANDING ON A SOD FARM NEAR THE ARPT. HE STATED HE HAD PLENTY OF ALT TO REACH THE SELECTED TOUCHDOWN POINT, BUT HE MADE A SLIGHT LEFT TURN TO AVOID LARGE TREES. HE DID NOT SEE A STREET LIGHT WHICH WAS NOW IN HIS APCH PATH. THE ACFT CONTACTED THE LIGHT AND COLLIDED WITH THE TERRAIN SHORT OF THE PLANNED TOUCHDOWN POINT. THE CAUSE OF THE REPORTED ENG FAILURE WAS NOT DETERMINED.



Brief of Accident (Continued)

File No. - 1659

6/16/85

VAN NUYS, CA

A/C Reg. No. N30738

Time (Lcl) - 1421 PDT

Occurrence #1

LOSS OF POWER

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. UNDETERMINED

Occurrence #2

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation

DESCENT - EMERGENCY

Finding(s)

2. OBJECT - UTILITY POLE
3. VISUAL LOOKOUT - INADEQUATE - 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

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. - 1624

6/20/85

FILMORE, CA

A/C Reg. No. N24338

Time (Lc1) - 1950 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

	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 152  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1670  
No. of Seats - 2

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

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

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

Weather Data

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

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 25  
Biennial Flight Review  
Current - YES  
Months Since - 23  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total	82	Last 24 Hrs - 1
Make/Model-	41	Last 30 Days- UNK/NR
Instrument-	3	Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT FLEW INTO A CANYON WITH THE INTENTION OF TURNING AROUND TO BACK OUT. HE THEN DECIDED THE CANYON WAS TOO NARROW FOR A 180 DEGREE TURN. HE CONTINUED FLYING UP THE CANYON WHILE ATTEMPTING TO GAIN ALT, HOWEVER, THE RISING TERRAIN EXCEEDED THE ACFT'S CLIMB PERFORMANCE CAPABILITY. ONCE REALIZING THE TERRAIN COULD NOT BE CLEARED, THE PLT FLARED THE ACFT ON THE MOUNTAIN AND THE ACFT SUBSEQUENTLY NOSED OVER.

Brief of Accident (Continued)

File No. - 1624

6/20/85

FILMORE, CA

A/C Reg. No. N24338

Time (Lc1) - 1950 PDT

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

Finding(s)

1. TERRAIN CONDITION - RISING
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED

Occurrence #2 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) 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. - 1723

9/04/85

JULIAN, CA

A/C Reg. No. N421GS

Time (Lc1) - 1030 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	3

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

Fire  
NONE

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

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

Eng Make/Model - LYCOMING O-320-D3G  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - IMC  
Wind Dir/Speed- 007 KTS  
Visibility - UNK/NR  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 100 FT OVERCAST  
Obstructions to Vision- UNK/NR  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
EL CAJON, CA  
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)  
STUDENT

Age - 24  
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 - 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 RISING TERRAIN ON A LOCAL FLT. THE PAX INDICATED THAT THE PLT WAS FLYING BELOW THE CLOUDS AND CAME TOO CLOSE TO THE MTN TO AVOID THE COLLISION.

Brief of Accident (Continued)

File No. - 1723

9/04/85

JULIAN, CA

A/C Reg. No. N421GS

Time (Lcl) - 1030 PDT

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
  2. VFR FLIGHT INTO IMC - DISREGARDED - PILOT IN COMMAND
  3. LIGHT CONDITION - NIGHT
  4. WEATHER EVALUATION - NOT UNDERSTOOD - PILOT IN COMMAND
  5. JUDGEMENT - POOR - PILOT IN COMMAND
  6. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
  7. STALL - INADVERTENT - PILOT IN COMMAND
- 

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

Finding(s)

8. TERRAIN CONDITION - HIGH TERRAIN
- 

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

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----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1722

9/04/85

SAN JOSE, CA

A/C Reg. No. N4597Q

Time (Lcl) - 1551 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - CESSNA 402A  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 6300  
No. of Seats - 9

Eng Make/Model - CONTINENTAL TSIO-520-E8  
Number Engines - 2  
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- 230/010 KTS  
Visibility - 25.0 SM  
Lowest Sky/Clouds - 4000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAN CARLOS, CA  
Destination  
SAME AS ACC/INC

Airport Proximity  
ON AIRPORT

Airport Data

REID HILLVIEW  
Runway Ident - 31R  
Runway Lth/Wid - 3101/ 75  
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)

ATP, CFI  
SE LAND, ME LAND  
GLIDER

Age - 59

Biennial Flight Review

Current - YES  
Months Since - UNK/NR  
Aircraft Type - C-402A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	3421	Last 24 Hrs -	8
Make/Model-	12	Last 30 Days-	UNK/NR	
Instrument-	1908	Last 90 Days-	209	
Multi-Eng -	415			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT LANDED GEAR UP. THE PILOT REPORTED NO MALFUNCTION AND SAID HE FORGET TO LOWER THE LANDING GEAR.

Brief of Accident (Continued)

File No. - 1722

9/04/85

SAN JOSE, CA

A/C Reg. No. N4597Q

Time (Lc1) - 1551 PDT

---

Occurrence

Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR EXTENSION - NOT SELECTED - PILOT IN COMMAND
  2. CHECKLIST - NOT PERFORMED - PILOT IN COMMAND
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1782      9/05/85      HUNTINGTON BEAC, CA      A/C Reg. No. N6436G      Time (Lc1) - 1917 PDT

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing      - NO RECORD OF BRIEFING</p> <p>Method            - N/A</p> <p>Completeness    - N/A</p> <p>Basic Weather    - VMC</p> <p>Wind Dir/Speed - 210/006 KTS</p> <p>Visibility        - 25.0 SM</p> <p>Lowest Sky/Clouds - 5000 FT SCATTERED</p> <p>Lowest Ceiling    - NONE</p> <p>Obstructions to Vision - NONE</p> <p>Precipitation     - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LONG BEACH, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance   - NONE</p> <p>Type Apch/Lndg      - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p>MEADOWLARK</p> <p>Runway Ident      - 19</p> <p>Runway Lth/Wid    - 2330/    36</p> <p>Runway Surface    - ASPHALT</p> <p>Runway Status     - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 50</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current            - YES</p> <p style="padding-left: 20px;">Months Since      - 23</p> <p style="padding-left: 20px;">Aircraft Type      - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total              - 2570</p> <p style="padding-left: 20px;">Make/Model-       860</p> <p style="padding-left: 20px;">Instrument-        135</p> <p style="padding-left: 20px;">Last 24 Hrs        - 0</p> <p style="padding-left: 20px;">Last 30 Days-      UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days-      35</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT LOST POWER ON TAKEOFF FROM HUNTINGTON BEACH, CA, AND CRASHED LANDED ON THE ARPT. THE ACFT WAS DESTROYED AND THE PLT WAS NOT HURT. EXAMINATION OF THE FUEL SYSTEM REVEALED ONLY 1.6 GALS OF FUEL PRESENT.



Brief of Accident (Continued)

File No. - 1782

9/05/85

HUNTINGTON BEAC,CA

A/C Reg. No. N6436G

Time (Lc1) - 1917 PDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
4. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1781      9/05/85      PLACERVILLE, CA      A/C Reg. No. N1895X      Time (Lcl) - 1530 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire Crew  
NONE Pass

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

Make/Model - CESSNA 180B  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2650  
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS  
Method - TELETYPE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- VARIABLE/007 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 4000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

PLACERVILLE  
Runway Ident - 23  
Runway Lth/Wid - 4200/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 36  
Biennial Flight Review  
Current - YES  
Months Since - 6  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 959  
Make/Model- 146  
Instrument- UNK/NR  
Multi-Eng - 11  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 26  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACFT RAN OFF THE RWY AFTER LANDING. PLT REPORTED ACFT VEERED TO THE LEFT OFF THE RWY AND WAS ABLE TO CORRECT BACK AFTER APPLICATION OF POWER. WINDS WERE VARIABLE AT 7 KTS GUSTING TO 12 KTS.

Brief of Accident (Continued)

File No. - 1781

9/05/85

PLACERVILLE, CA

A/C Reg. No. N1895X

Time (Lc1) - 1530 PDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
2. PLANNED APPROACH - INADEQUATE - PILOT IN COMMAND
3. AIRSPEED(VMCG) - NOT MAINTAINED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT ATTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1777      10/03/85      SANTA BARBARA, CA      A/C Reg. No. N6726Y      Time (Lc1) - 2040 PDT

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

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

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

Make/Model - PIPER PA-23-250	Eng Make/Model - LYCOMING IO-540-C4B5	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 3	Rated Power - 250 HP	

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

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

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

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 24290
SE LAND, ME LAND	Months Since - 2	Last 24 Hrs - 7
	Aircraft Type - 172	Make/Model- UNK/NR
		Last 30 Days- 85
		Instrument- 1200
		Last 90 Days- 144
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON OCT. 3, 1985, PIPTER PA-23-250 CRASHED INTO THE PACIFIC OCEAN WHILE ON AN AIR SAMPLING FLT NEAR SANTA BARBARA, CA. THE AC WAS DESTROYED AND THE TWO PLTS WERE FATALLY INJURED. THE FLT WAS TO BE FLOWN ALONG A PREDERMINED ROUTE UTILIZING LORAN NAVAIDS. THE AC OPERATOR WAS SURE THE WAY PLTS WERE CORRECT AND WERE ENTERED PROPERLY. THE AC WAS IN RADIO CONTACT WITH SANTA BARBARA APPROACH CONTROL AND REPORTED NO DIFFICULTIES. A REVIEW OF THIS INFO BY THE OPERATOR INDICATE D THE AC WAS ON COURSE AS SCHEDULED.

Brief of Accident (Continued)

File No. - 1777

10/03/85

SANTA BARBARA.CA

A/C Reg. No. N6726Y

Time (Lc1) - 2040 PDT

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1778

10/08/85

PARADISE,CA

A/C Reg. No. N3643W

Time (Lcl) - 1027 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	4

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire  
NONE

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

Make/Model - PIPER PA-32-260

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 3400

No. of Seats - 6

Eng Make/Model - LYCOMING O-540-E4B5

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 240/005 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

VACAVILLE,CA

Destination

SAME AS ACC/INC

Airport Proximity  
ON AIRPORT

Airport Data

PARADISE SKYPARK

Runway Ident - 35

Runway Lth/Wid - 1990/ 80

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 - 21

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 152 Last 24 Hrs - 2

Make/Model- 16 Last 30 Days- UNK/NR

Instrument- 9 Last 90 Days- 56

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT TOUCHED DWN TAIL FIRST DURING LNDGING TO THE RT OF THE RWY. THE PLT INDICATED HE WAS LNDGING IN A GUSTING X-WIND WHICH DRIFTED HIM DURING A NOSE HIGH HARD LNDG. NO MECHANICAL DIFFICULTIES WERE REPORTED BY THE PLT.

Brief of Accident (Continued)

File No. - 1778

10/08/85

PARADISE,CA

A/C Reg. No. N3643W

Time (Lcl) - 1027 PDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
  3. COMPENSATION FOR WIND CONDITIONS - INACCURATE - PILOT IN COMMAND
  4. FLARE - MISJUDGED - PILOT IN COMMAND
  5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

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

-----

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1795      10/13/85      VACAVILLE, CA      A/C Reg. No. N64142      Time (Lcl) - 1330 PDT

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

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

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

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary.	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	FRESNO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	NUT TREE
Wind Dir/Speed- 330/016 KTS	ATC/Airspace	Runway Ident - 01
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3800/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 300	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 19	Make/Model- UNK/NR	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND DURING AN ATTEMPTED LANDING. THE PLT USED FULL FLAPS IN A X-WIND OF 16-21 KTS. TWO ATTEMPTS WERE MADE TO ALIGN THE ACFT WITH THE RWY BEFORE A PULL-UP IN A 45 DEGREE CLIMB BANK TO THE RT RESULTED IN A STALL & CRASH.



Brief of Accident (Continued)

File No. - 1795

10/13/85

VACAVILLE, CA

A/C Reg. No. N64142

Time (Lcl) - 1330 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. PLANNED APPROACH - POOR - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - NOT CORRECTED - PILOT IN COMMAND
5. LIGHT CONDITION - DAYLIGHT
6. JUDGEMENT - POOR - PILOT IN COMMAND
7. PROPER DESCENT RATE - NOT ATTAINED - PILOT IN COMMAND
8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
9. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

10. STALL - INADVERTENT - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1733

9/01/85

LITTLETON, CO

A/C Reg. No. N2259H

Time (Lcl) - 0750 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

NONE

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

Crew

0

0

0

1

Pass

0

2

0

0

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

Make/Model - BALLOON WORKS FIREFLY 7

Landing Gear - N/A

Max Gross Wt - 900

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 - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 360/020 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 1500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LITTLETON, CO

Destination

LOCAL

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 - TRAFFIC PATTERN

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

FREE BALLOON

Age - 22

Biennial Flight Review

Current - UNK/NR

Months Since - 9

Aircraft Type - FF-7

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - 141

Make/Model- 141

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 15

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ATTEMPTED TO LAND HIS BALLOON IN HIGH WINDS RESULTING A HARD LDG WHICH THREW HIM OUT OF THE BASKET  
THE BALLOON THEN BEGAN AN IMMEDIATE ASENT UNTIL A PAX PULLED THE VENT LINE AND THE BALLOON SETTLED RAPIDLY UNTIL  
IT HIT THE GRD. INJURIES TO PASSENGERS OCCURRED WHEN THE BALLOON STRUCK THE GRD THE 2ND TIME.

Brief of Accident (Continued)

File No. - 1733

9/01/85

LITTLETON, CO

A/C Reg. No. N2259H

Time (Lcl) - 0750 MDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. WEATHER EVALUATION - INATTENTIVE - PILOT IN COMMAND

Occurrence #2 HARD LANDING  
Phase of Operation LANDING

Finding(s)

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) 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. - 1766      9/16/85      WRAY, CO

A/C Reg. No. N61788

Time (Lcl) - 1730 MDT

-----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 -APPROACH

Fire      Crew      0  
NONE      Pass      0

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

Make/Model - CESSNA 172 M  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2300  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320 SERIES  
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 - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

WRAY MUNI  
Runway Ident - 14  
Runway Lth/Wid - 5000/ 90  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)  
STUDENT

Age - 40  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	17
Make/Model-	17
Instrument-	0
Last 24 Hrs -	4
Last 30 Days-	UNK/NR
Last 90 Days-	17

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON HER FIRST SOLO FLIGHT. SHE STATED THAT SHE WAS ATTEMPTED HER FIRST LANDING AND WHILE ON APPROACH TO THE RUNWAY SHW DECIDED THAT IT "WASN'T QUITE RIGHT." SHE EXECUTED A GO-AROUND BUT THE AIRCRAFT STRUCK THE GROUND AND CARTWHEELED.

Brief of Accident (Continued)

File No. - 1766

9/16/85

WRAY, CO

A/C Reg. No. N61788

Time (Lcl) - 1730 MDT

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

Finding(s)

1. ABORTED LANDING - SELECTED - PILOT IN COMMAND
  2. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
  3. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
  4.      IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
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) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1779

11/02/85

ELBERT, CO

A/C Reg. No. N26BW

Time (Lc1) - 0655 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
NONE

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

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

Make/Model - BEECH 58  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1825  
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 320/010 KTS  
Visibility - 75.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAWN

Itinerary

Last Departure Point  
ERIE, CO  
Destination  
OCEANSIDE, CA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 56  
Biennial Flight Review  
Current - YES  
Months Since - 5  
Aircraft Type - 182

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

Total	- 4913	Last 24 Hrs -	1
Make/Model-	35	Last 30 Days-	3
Instrument-	0	Last 90 Days-	9

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED IN A OPEN FIELD & WAS NOT FOUND FOR 4 DAYS. THE HOME BUILT ACFT, MAINTAINED LARGELY BY THE PLT, HAD TH  
ENGINE DESTROYED SO COMPLETELY THAT NO DETERMINATION COULD BE MADE AS TO POWER BEING DEVELOPED AT IMPACT. THE PLT  
REPORTEDLY HAD BEEN ACTING STRANGELY FOR A FEW DAYS PRIOR TO THE ACCIDENT. NO RADIO CALLS WERE RECEIVED FROM THE  
FLT AFTER THE INITIAL CLEARANCE. THE ACFT IMPACTED 70-80 DEGREE'S NOSE DWN WITH THE WINGS LEVEL.

Brief of Accident (Continued)

File No. - 1779

11/02/85

ELBERT,CO

A/C Reg. No. N26BW

Time (Lcl) - 0655 MST

Occurrence #1      UNDETERMINED  
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. - 1735      8/12/85      GROTON,CT      A/C Reg. No. N8623X      Time (Lcl) - 1530 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor  
0      2  
0      0

None  
0  
0

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

Make/Model      - ENSTROM F-28F  
Landing Gear      - SKI/WHEEL  
Max Gross Wt      - 1950  
No. of Seats      - 3

Eng Make/Model      - LYCOMING HIO-360-F-1AD  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 225 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- 230/009 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - 2000 FT SCATTERED  
Lowest Ceiling      -  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
MADISON,CT  
Destination  
GROTON,CT

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

GROTON  
Runway Ident      - 23  
Runway Lth/Wid      - 5000/ 150  
Runway Surface      - UNK/NR  
Runway Status      - DRY

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

Pilot-In-Command

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

Age - 23

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)  
Total      - 2048      Last 24 Hrs      - 7  
Make/Model- 118      Last 30 Days- UNK/NR  
Instrument- 207      Last 90 Days- 224  
Multi-Eng - 514      Rotorcraft      - 237

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ENSTROM F28F, N8623X WAS PERFORMING AUTO ROTATION AT GROTON-NEW LONDON, CONNECTICUT WHEN A LOSS OF POWER WAS EXPERIENCED, THE STUDENT PILOT WAS AT THE CONTROLS AND ENTERED AUTO ROTATION WITH THE UNDERSTANDING THAT IT WOULD TERMINATE IN A POWER RECOVERY. AFTER THE FLARE WITH THE SKIDS LEVEL AND DIRECTIONAL CONTROL BEING THE MAINTAINED, COLLECTIVE PITCH WAS APPLIED, AN INCREASE IN RPM WAS OBSERVED. THEN A RAPID DECREASE IN RPM OCCURRED. THE INSTRUCTOR PILOT TOOK OVER IN AN ATTEMPT TO LAND ACFT STRAIGHT AHEAD. AT TOUCHDOWN THE HELICOPTER VEERED LEFT. THE SKIDS FAILED IN AN OUTWARD DIRECTION AND THE MAIN ROTOR STRUCK THE GROUND.



Brief of Accident (Continued)

File No. - 1735

8/12/85

GROTON,CT

A/C Reg. No. N8623X

Time (Lcl) - 1530 EDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      LANDING

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)

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

Finding(s)

2. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND(CFI)
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)

Occurrence #3      DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR,SKID ASSEMBLY - OVERLOAD

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1769      6/16/85      VERO BEACH, FL      A/C Reg. No. N814N      Time (Lcl) - 1912 EDT

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries			
Name of Carrier -PIEDMONT AVIATION INC.	NONE	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew 0	1	1	3
Flight Conducted Under -14 CFR 121	NONE	Pass 0	0	0	40
Accident Occurred During -CRUISE					

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

Make/Model - BOEING B737-201	Eng Make/Model - P & W JT8D-15	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 100800	Engine Type - TURBOJET	
No. of Seats - 112	Rated Power - 15500 LBS THRUST	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ORLANDO, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MIAMI, FL	Runway Ident - N/A
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 30000 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 4350
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 1600
	Aircraft Type - B-737	Instrument- 0
		Multi-eng - 0
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS DEVIATING AROUND THUNDERSTORM CELLS WHEN IT ENCOUNTERED HEAVY TURBULENCE. THE CABIN ATTENDANTS WERE CONDUCTING BEVERAGE SERVICE AT THE TIME. THE PASSENGERS HAD BEEN ADVISED TO FASTEN THEIR SEAT BELTS AND THE "FASTEN SEAT BELTS" LIGHTS WERE ON. THERE IS NO EVIDENCE OF ANY EFFORT BY THE CREW TO SUSPEND CABIN BEVERAGE SERVICE. CONVECTIVE SIGMETs AND WEATHER FORECASTS PROVIDED ADEQUATE WARNING OF THUNDERSTORM ACTIVITY ALONG THE ACFT'S PROPOSED ROUTE. AT THE TIME OF THE ACCIDENT RADAR DATA PLACES THE ACFT BETWEEN TWO CELLS OF MODERATE TO VERY HEAVY INTENSITY LEVEL LOCATED LESS THAN 10 MILES APART.

Brief of Accident (Continued)

File No. - 1769

6/16/85

VERO BEACH, FL

A/C Reg. No. N814N

Time (Lc1) - 1912 EDT

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Occurrence            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    CRUISE

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
  2. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
  3. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
  4. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
  5. MISCELLANEOUS - CONTINUED - FLIGHT ATTENDANT
- 

----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. - 1611      7/25/85      LAWTEY, FL      A/C Reg. No. N8151X      Time (Lcl) - 1700 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -POSITIONING	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 172	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2075	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	JACKSONVILLE, FL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	KEYSTONE HEIGHT, FL	Runway Ident - N/A
Wind Dir/Speed- 270/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 6.0 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 - 8000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 81
SE LAND	Months Since - 0	Last 24 Hrs - 2
	Aircraft Type - C-172	Make/Model- 81
		Last 30 Days- UNK/NR
		Instrument- 3
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT HAD NOT BEEN FLOWN FOR TWO YEARS. DURING THE PREFLT INSPECTON, THE FUEL SUMPS WERE DRAINED REPEATEDLY & EACH TIME, A QUANTITY OF WATER WAS OBSERVED IN THE COLLECTED FUEL SAMPLE. APRX 30 MINS AFTER TAKEOFF, THE ENG FAILED & A FORCED LANDING WAS EXECUTED ON A DIRT ROAD. DURING THE LANDING ROLL, THE RIGHT WING STRUCK SOME BUSHES & ACFT VEERED INTO A ROADSIDE DITCH & FLIPPED INVERTED. A POST-ACCIDENT EXAMINATION OF THE FUEL SYS REVEALED THE PRESENCE OF WATER & OTHER FOREIGN MATTER IN THE SYS.

Brief of Accident (Continued)

File No. - 1611

7/25/85

LAWTEY, FL

A/C Reg. No. N8151X

Time (Lcl) - 1700 EDT

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

Finding(s)

1. FUEL SYSTEM - BLOCKED(TOTAL)
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FUEL SYSTEM - WATER
4. FUEL SYSTEM - CONTAMINATION

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 - HIGH VEGETATION
6. 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) 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. - 1691

7/26/85

SOUTH BAY, FL

A/C Reg. No. N32576

Time (Lcl) - 0815 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 - PIPER PA-28-180  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2175  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

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

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

Weather Data

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

Itinerary

Last Departure Point  
BOCA RATON, FL  
Destination  
FT. LAUDERDALE, FL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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 - 28

Biennial Flight Review  
Current - YES  
Months Since - 11  
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)  
Total - 73  
Last 24 Hrs - 1  
Make/Model- 4  
Last 30 Days- UNK/NR  
Instrument- 7  
Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE ENG LOST PWR DURING A SIGHTSEEING FLT AT 1200 FT MSL AND THE PLT SELECTED A DIVIDED HWY FOR AN EMERGENCY LANDING TO THE WEST. BECAUSE HE WAS OVERTAKING A TRUCK ON THE WESTBOUND LANES, THE PLT TRIED TO LAND ON THE MEDIAN STRIP. THE ACFT WAS CAUGHT IN THE TRUCK'S WAKE TURBULENCE, THE RIGHT WHEEL HIT HARD AND WAS TORN OFF THE STRUT. THE ACFT VEERED ACROSS THE HWY AND CAME TO REST ON THE NORTH SHOULDER HEADING IN ALMOST THE OPPOSITE DIRECTION. A CONNECTING ROD WAS PROTRUDING THROUGH THE ENG CASE. THE ROD BOLTS WERE FOUND MISSING.

Brief of Accident (Continued)

File No. - 1691

7/26/85

SOUTH BAY, FL

A/C Reg. No. N32576

Time (Lc1) - 0815 EDT

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

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - DISCONNECTED
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

2. TERRAIN CONDITION - NONE SUITABLE
  3. WEATHER CONDITION - TAILWIND
- 

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

Finding(s)

4. TERRAIN CONDITION - SOFT
  5. WEATHER CONDITION - TURBULENCE
  6. LANDING GEAR,WHEEL - SEPARATION
  7. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1692

7/26/85

APALACHICOLA, FL

A/C Reg. No. N8665G

Time (Lcl) - 1555 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 150F  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1600  
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 260/004 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - 1500 FT SCATTERED  
Lowest Ceiling - 20000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
WINTER HAVEN, FL  
Destination  
PENSACOLA, FL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - GRASS/TURF  
Runway Status - WET

ATC/Airspace

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

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

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

Age - 29  
Biennial Flight Review  
Current - YES  
Months Since - 5  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 5000  
Make/Model- 360  
Instrument- 295  
Multi-Eng - 1550  
Last 24 Hrs - 4  
Last 30 Days- UNK/NR  
Last 90 Days- 80  
Rotorcraft - 1825

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE ELECTED TO LAND AT APALACHICOLA DUE TO WX IN THE AREA, BUT ON FINAL APCH, THE ENG STARTED TO RUN ROUGH, THEN QUIT. HE LANDED SHORT OF THE RWY IN A SWAMPY AREA & UPON TOUCHDOWN, THE ACFT FLIPPED OVER ON ITS BACK. EXAM OF THE ACFT AFTER RECOVERY FROM THE SWAMP REVEALED THAT THE ENG FAILED DUE TO FUEL EXHAUSTION.



Brief of Accident (Continued)

File No. - 1692

7/26/85

APALACHICOLA, FL

A/C Reg. No. N8665G

Time (Lc1) - 1555 EDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
4. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - SOFT

-----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. - 1755

8/12/85

KISSIMMEE, FL

A/C Reg. No. N4745B

Time (Lcl) - 0800 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
Other	0	0	0	1

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

Fire  
NONE

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

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

Eng Make/Model - LYCOMING O-235  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 115 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 090/006 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - 25000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- HAZE  
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

KISSIMME MUNICIPAL  
Runway Ident - 06  
Runway Lth/Wid - 5000/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - UNK/NR

Biennial Flight Review

Current - NO  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

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

Total	- 4180	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	175	Last 90 Days-	UNK/NR
Multi-eng -	0	Rotorcraft -	0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH ANOTHER ACFT AT ABOUT 300 FT AGL DURING THE APPROACH TO A PRACTICE PRECISION LNDG. AFTER THE COLLISION BOTH ACFT LANDED SAFELY.

Brief of Accident (Continued)

File No. - 1755

8/12/85

KISSIMMEE, FL

A/C Reg. No. N4745B

Time (Lcl) - 0800 EDT

Occurrence            MIDAIR COLLISION  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - SUNGLARE
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
3. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT OF OTHER AIRCRAFT
4. VISUAL SEPARATION - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1755      8/12/85      KISSIMMEE, FL      A/C Reg. No. N704MH      Time (Lcl) - 0800 EDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	KISSIMMEE MUNICIPAL
Wind Dir/Speed- 090/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, FOREIGN	Current - NO	Total - 865
SE LAND	Months Since - UNK/NR	Make/Model- 200
	Aircraft Type - UNK/NR	Instrument- 229
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT WAS PERFORMING A SIDESLIP DURING THE FINAL APPROACH AND FAILED TO SEE THE AIRCRAFT AHEAD IN TIME TO AVERT THE COLLISION. THE SUN WAS LOW ON THE HORIZON AND WITHIN 10 DEGREES OF THE ACFT HEADING. ACFT LANDED SAFELY ON RWY.

Brief of Accident (Continued)

File No. - 1755

8/12/85

KISSIMMEE, FL

A/C Reg. No. N704MH

Time (Lc1) - 0800 EDT

-----  
Occurrence #1            MIDAIR COLLISION  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)  
1. LIGHT CONDITION - SUNGLARE  
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND  
3. VISUAL SEPARATION - NOT MAINTAINED - PILOT IN COMMAND  
-----

Occurrence #2            MIDAIR COLLISION  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)  
4. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT  
5. VISUAL SEPARATION - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT  
-----

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1753

4/19/85

ALMA, GA

A/C Reg. No. N4483U

Time (Lcl) - 1715 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

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

NONE

Fire

NONE

Crew

Pass

Fatal

0

0

Serious

0

0

Minor

1

1

None

0

0

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 110/007 KTS  
Visibility - 12.0 SM  
Lowest Sky/Clouds - 3500 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

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

Airport Proximity  
ON AIRPORT

Airport Data

ALMA  
Runway Ident - 33  
Runway Lth/Wid - 5000/ 100  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)  
STUDENT

Age - 38

Biennial Flight Review

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

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - 57  
Make/Model- 57  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT AND PASSENGER CHANGED THE ENGINE OIL JUST PRIOR TO ATTEMPTING THE TAKEOFF. THE OIL WAS DRAINED ON THE GROUND ON THE AIRPORT WHERE THE AIRCRAFT WAS PARKED. EXAMINATION OF THE OIL, DISCLOSED THAT METAL SHAVINGS WERE PRESENT IN THE DRAINED OIL. FURTHER EXAMINATION OF THE AIRCRAFT DISCLOSED THAT METAL SHAVINGS WERE ALSO PRESENT INSIDE THE ENGINE WHEN IT WAS DISASSEMBLED. THE EXAMINATION ALSO FOUND RUST IN THE CYLINDER WALLS ALONG WITH THE FRACTURED RINGS FROM NUMBERS 2 AND 3 PISTONS. THE ANNUAL INSPECTION OR RECENT MAINTENANCE DATA WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 1753

4/19/85

ALMA,GA

A/C Reg. No. N4483U

Time (Lcl) - 1715 EST

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

Finding(s)

1. ENGINE ASSEMBLY,PISTON - FAILURE,TOTAL
2. MAINTENANCE,INSPECTION OF AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
3. MAINTENANCE,LUBRICATION - EXCEEDED - PILOT IN COMMAND
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - EXCEEDED - PILOT IN COMMAND

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

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

Finding(s)

5. TERRAIN CONDITION - GROUND
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
7. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1745      8/08/85      PEACHTREE CITY,GA      A/C Reg. No. N61769      Time (Lcl) - 1200 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 172M  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2300  
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 040/004 KTS  
Visibility - 7.0 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

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

FALCON FIELD  
Runway Ident - 31  
Runway Lth/Wid - 4600/ 50  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 34  
Biennial Flight Review  
Current - YES  
Months Since - 6  
Aircraft Type - F-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 4150  
Last 24 Hrs - 0  
Make/Model- 175  
Last 30 Days- UNK/NR  
Instrument- 295  
Last 90 Days- 158  
Multi-Eng - 3163

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT WAS RENEWING PROFICIENCY IN LIGHT ACFT. ON FIRST TOUCH AND GO-LANDING, ACCORDING TO HIS STATEMENT DURING PHONE INTERVIEW, HE FLARED, ACFT BALLOONED, LANDED HARD AND PORPOISED. DURING ENSUING ROLL OUT NOSE OF ACFT SETTLED AND PROP CONTACTED RUNWAY. ACFT WAS STOPPED AND WHEN EXAMINED NOSE GEAR FOUND TO HAVE COLLAPSED:



Brief of Accident (Continued)

File No. - 1745

8/08/85

PEACHTREE CITY,GA

A/C Reg. No. N61769

Time (Lc1) - 1200 EDT

Occurrence #1 NOSE GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NOSE GEAR - OVERLOAD
2. FLARE - EXCESSIVE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
5. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1656      7/21/85      SOUTH MARSH,GM      A/C Reg. No. N5753D      Time (Lcl) - 1700 CDT

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

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

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

Make/Model	- BELL 206L-1	Eng Make/Model	- ALLISON 250-C28	ELT Installed/Activated	- NO	-N/A
Landing Gear	- HIGH SKID	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 4150	Engine Type	- TURBOSHAFT			
No. of Seats	- 5	Rated Power	- 435 HP			

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL			
Wind Dir/Speed	- 290/008 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 10.0 SM	Type of Flight Plan	- COMPANY (VFR)	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- VFR	Runway Surface	- WATER
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING	Runway Status	- WATER - CHOPPY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 44	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 4107	Last 24 Hrs - 12
	Months Since - 5	Make/Model- 1707	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - 206	Instrument- 391	Last 90 Days- 228
			Rotorcraft - 4107

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PLT WAS INITIATING A TAKEOFF FROM A HOVER OFF AN OFFSHORE OIL RIG. AS HE LOWERED THE NOSE FOR TAKEOFF, HE HEARD A LOUD NOISE EMIT FROM THE TAILBOOM AREA & THE ACFT BEGAN ROTATING TO THE RIGHT. THE PLT CONTINUED TO APPLY PWR AND AUTOROTATED TO THE WATER. ON IMPACT, THE MAIN ROTOR STRUCK THE TAILBOOM AND SEVERED IT. THE AFT SECTION OF THE TAILBOOM AND THE TAIL ROTOR GEARBOX WERE NOT RECOVERED. INDICATIONS ARE THAT THE ACFT EXPERIENCED A MALFUNCTION IN THE TAIL ROTOR DRIVE SYSTEM.

Brief of Accident (Continued)

File No. - 1656

7/21/85

SOUTH MARSH, GM

A/C Reg. No. N5753D

Time (Lc1) - 1700 CDT

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

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL, TAIL ROTOR CONTROL - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1649      9/17/85      MISSING,GM      A/C Reg. No. N3RB      Time (Lcl) - 1255 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
UNK/NR

Crew  
Pass

Fatal  
1  
0

Injuries  
Serious      Minor  
0      0  
0      0

None  
0  
0

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

Make/Model - SWEARINGEN SA-226T  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 10062  
No. of Seats - 8

Eng Make/Model - GARRETT TPE3313U303G  
Number Engines - 2  
Engine Type - TURBOPROP  
Rated Power - 840 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- UNK/NR

Visibility - 7.0 SM

Lowest Sky/Clouds - 2500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
BELIZE,CA

Destination  
NEW ORLEANS,LA

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)

ATP

SE LAND,ME LAND

Age - 49

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 9000

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A DISTRESS MESSAGE WAS RECEIVED FROM THE PILOT STATING HE WAS 100 MILES SOUTH OF GRAND ISLE, LA, AND HAD LOST AN ENG AND WAS UNABLE TO MAINTAIN ALTITUDE. A SECOND MESSAGE WAS RECEIVED SHORTLY AFTERWARDS STATING THAT THE AIRCRAFT WAS AT 1500 FEET AND THE PILOT WAS PREPARING TO DITCH THE AIRCRAFT. NO FURTHER CONTACTS AND NO ELT SIGNALS WERE HEARD. THE ACFT WRECKAGE HAS NOT BEEN LOCATED.

Brief of Accident (Continued)

File No. - 1649

9/17/85

MISSING,GM

A/C Reg. No. N3RB

Time (Lc1) - 1255 CDT

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. - 1771      12/27/85      COUNCIL BLUFFS, IA      A/C Reg. No. N973OR      Time (Lcl) - 1445 CST

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

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

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

Make/Model - BEECH M35	Eng Make/Model - CONTINENTAL IO-470-C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	OMAHA, NE	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	VICHY, MO	
Wind Dir/Speed- 310/017 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 4000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 2474
SE LAND, ME LAND	Months Since - 15	Last 24 Hrs - 3
	Aircraft Type - M20J	Make/Model- 57
		Last 30 Days- UNK/NR
		Instrument- 199
		Last 90 Days- 56
		Multi-Eng - 135

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT MADE A GEAR-UP FORCED LNDG OFF THE ARPT AFTER A LOSS OF POWER DURING A BUSINESS FLT. THE ACFT HAD ONLY BEEN AIRBORNE FOR ABOUT 15 MINUTES. POST ACCIDENT INVESTIGATION DISCOVERED THAT THE ACFT FUEL WAS CONTAMINATED WITH WATER.

Brief of Accident (Continued)

File No. - 1771

12/27/85

COUNCIL BLUFFS, IA

A/C Reg. No. N9730R

Time (Lc1) - 1445 CST

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

Finding(s)

1. FLUID,FUEL - CONTAMINATION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. FLUID,FUEL - WATER
4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      CLIMB

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

Finding(s)

5. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - INADEQUATE
6. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND
7. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1716

7/30/85

SHELLEY, ID

A/C Reg. No. N5186

Time (Lc1) - 0900 MDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire

NONE

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

Make/Model - GRUMMAN 164A

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 4500

No. of Seats - 1

Eng Make/Model - P&W RT985

Number Engines - 1

Engine Type - TURBOSHAFT

Rated Power - 600 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 360/004 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds -

Lowest Ceiling - 4000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SHELLEY, ID

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 - GRASS/TURF

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

Age - 34

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 4632

Make/Model- 250

Instrument- 60

Multi-Eng - 110

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 205

Rotorcraft - 22

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE SAFETY BROKE IN THE CARBURETOR AND THE SEAT BACKED OUT CAUSING FUEL STARVATION. THE CARBURETOR HAD BEEN OVERHAULED 350 HOURS PRIOR TO THE ACCIDENT.



Brief of Accident (Continued)

File No. - 1716

7/30/85

SHELLEY, ID

A/C Reg. No. N5186

Time (Lcl) - 0900 MDT

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation      MANEUVERING

Finding(s)

1. FUEL SYSTEM, CARBURETOR - INOPERATIVE

Occurrence #2      NOSE OVER

Phase of Operation      LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - NONE SUITABLE
3. TERRAIN CONDITION - HIGH VEGETATION

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1721      8/19/85      PRESTON, ID      A/C Reg. No. N54016      Time (Lcl) - 1620 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
NONE

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

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

Make/Model      - CESSNA 172P  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2300  
No. of Seats      - 4

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

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

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

Weather Data

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

Wind Dir/Speed- 240/011 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - 6000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
MALAD, ID  
Destination  
PRESTON, ID

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data  
PRESTON

Runway Ident      - 21  
Runway Lth/Wid      - 3170/ 50  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 55  
Biennial Flight Review  
Current      - YES  
Months Since      - 7  
Aircraft Type - UNK/NR

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

Total	- 421	Last 24 Hrs -	4
Make/Model-	421	Last 30 Days-	UNK/NR
Instrument-	81	Last 90 Days-	69

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED AT PRESTON, ID, FOR FUEL IN A X-WIND OF 15-20 KTS, GUSTING TO 30 KTS. A GUST AT TOUCHDOWN VEERED THE ACFT TO THE RT. THE PLT ATTEMPTED A GO-AROUND WITH FULL FLAPS. FLAPS WERE REDUCED AS A STALL OCCURRED. THE ACFT HIT THE GROUND AND BOUNCED BACK INTO THE AIR. AFTER COLLIDING WITH POWER LINES THE ACFT ROLLED DOWN AN EMBANKMENT. THE DENSITY ALT WAS APRX 7200 FT.

Brief of Accident (Continued)

File No. - 1721

8/19/85

PRESTON, ID

A/C Reg. No. N54016

Time (Lc1) - 1620 MDT

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
2. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4. WEATHER CONDITION - CROSSWIND
5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
7. WEATHER CONDITION - HIGH WIND
8. WEATHER CONDITION - HIGH DENSITY ALTITUDE

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

Finding(s)

9. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
10. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

11. OBJECT - WIRE, TRANSMISSION
12. FLIGHT CONTROLS - IMPROPER - PILOT IN COMMAND
13. WEATHER CONDITION - HIGH DENSITY ALTITUDE

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

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

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

Factor(s) relating to this accident is/are finding(s) 1,3,4,6,7,8,11,13

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1619      9/09/85      EMMETT, ID      A/C Reg. No. N14819      Time (Lcl) - 1445 MDT

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

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

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

Make/Model - BELL 206B	Eng Make/Model - ALLISON 250-C20	ELT Installed/Activated - NO -N/A
Landing Gear - 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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	RIGGINS, ID	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 400 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 3000 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - RAIN		
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 - NO	Total - 120
	Months Since - UNK/NR	Last 24 Hrs - 0
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 28
		Last 30 Days- 17
		Instrument- UNK/NR
		Last 90 Days- 28
		Multi-Eng - UNK/NR
		Rotorcraft - 120

Instrument Rating(s) - NONE

-----Narrative-----

NEWLY-LICENSED PLT DEPARTED INTO MOUNTAINOUS TERRAIN IN THUNDERSTORM CONDITIONS DESPITE WARNINGS FROM FRIENDS. THE ACFT WRECKAGE WAS LOCATED TWO DAYS LATER IN RISING TERRAIN BELOW POWER LINES 11 MILES FROM PT OF DEPARTURE. INVESTIGATION REVEALED HIGH SPEED VERTICAL IMPACT ON UPSLOPE TYPICAL OF A "QUICK-STOP" MANEUVER OR ATTEMPT TO DUCK POWER LINES. NO EVIDENCE WAS FOUND OF PRE-IMPACT MALFUNCTION OR FAILURE OF THE ACFT STRUCTURE, POWERPLANT OR SYSTEMS.

Brief of Accident (Continued)

File No. - 1619

9/09/85

EMMETT, ID

A/C Reg. No. N14819

Time (Lcl) - 1445 MDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
  2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
  3.        IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND
  4. WEATHER CONDITION - THUNDERSTORM
  5. WEATHER CONDITION - LIGHTNING
  6. WEATHER CONDITION - RAIN
  7. WEATHER CONDITION - LOW CEILING
  8.        VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
- 

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

Finding(s)

9. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  10. TERRAIN CONDITION - RISING
  11.        AIRSPEED - EXCESSIVE - PILOT IN COMMAND
  12. OBJECT - WIRE, TRANSMISSION
  13.        REMEDIAL ACTION - MISJUDGED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8, 11, 13

Factor(s) relating to this accident is/are finding(s) 1, 2, 3, 4, 5, 6, 7, 9, 10, 12

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1669      9/14/85      BOISE, ID      A/C Reg. No. N5CJ      Time (Lcl) - 1439 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	1
Accident Occurred During -TAKEOFF					

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

Make/Model - TODD KR-II	Eng Make/Model - VOLKSWAGON UNKNOWN	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	RENO, NV	BOISE AIR TERMINAL
Wind Dir/Speed- 310/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 5500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 12000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 79	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 450
SE LAND	Months Since - 8	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 0
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 150

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT SETTLED BACK ONTO THE RWY SHORTLY AFTER TAKEOFF PUSHING BOTH MAIN GEAR UP THROUGH THE WINGS. THE PLT DID NOT HAVE ANY PREVIOUS EXPERIENCE IN THIS TYPE ACFT.

Brief of Accident (Continued)

File No. - 1669

9/14/85

BOISE, ID

A/C Reg. No. N5CJ

Time (Lcl) - 1439 MDT

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

Finding(s)

1. ROTATION - PREMATURE - PILOT IN COMMAND
2.        IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
3. LANDING GEAR - OVERLOAD

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1617      9/22/85      LOLO PASS, ID      A/C Reg. No. N35105      Time (Lcl) - 1530 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED		Injuries			
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Pass	1	0	0	0
Accident Occurred During - DESCENT			2	2	0	0

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

Make/Model - CESSNA 177BII	Eng Make/Model - LYCOMING O-360-A1F6D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

<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- UNK/NR</p> <p>Visibility - 30.0 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 GARFIELD, WA</p> <p>Destination KOOSKIA, ID</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 41</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 400</p> <p>Make/Model- 13</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT FAILED TO VISUALLY CHECK THE FUEL TANKS DURING PREFLT AND DEPARTED WITH 3.4 HOURS FLOWN ON THE PRE-EXISTING FUEL SUPPLY. FUEL EXHAUSTION OCCURRED 1.2 HOURS INTO THE FLT. THE PLT OVERFLEW A SUITABLE FORCED LANDING SITE AND ATTEMPTED A LAST MINUTE TURN BACK TO THE SITE. THE ACFT STALLED IN A STEEP TURN AT LOW ALT, COLLIDING WITH TREES ON A STEEP DOWNSLOPE. INSPECTION OF THE ACFT FAILED TO DISCLOSE SIGNS OF FUEL BOTH IN THE ACFT AND ON THE TERRAIN SURROUNDING THE WRECKAGE. THE FUEL GAGES WERE KNOWN TO BE INACCURATE AND THE OPERATOR HAD A SIGN POSTED INSTRUCTING PLTS TO VISUALLY CHECK THE FUEL QUANTITY. ALSO, A SEPARATE FUEL CONSUMPTION LOG WAS KEPT FOR THE ACFT. THE REAR BENCH SEAT HAD THREE OCCUPANTS SEATED ON IT WITH ONE SEAT BELT UTILIZED FOR ALL THREE. THE BELT SEPARATED FROM THE FLOOR MOUNTS DURING THE ACCIDENT.



Brief of Accident (Continued)

File No. - 1617

9/22/85

LOLO PASS,ID

A/C Reg. No. N35105

Time (Lc1) - 1530 PDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
4. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. MANEUVER - EXCESSIVE - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1696      9/29/85      POST FALLS, ID      A/C Reg. No. NONE      Time (Lcl) - 1119 PDT

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

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

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

Make/Model - TERATORN TIERRA II	Eng Make/Model - ROTAX 532	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 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	LIBERTY LAKE, WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 700
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED THE TERRAIN IN AN UNCONTROLLED DESCENT FOLLOWING AN INFLT SEPARATION OF THE LEFT WING. A WITNESS STATED THE LEFT WING SEPARATED AS THE ACFT WAS BEING MANEUVERED IN A RACE TRACK PATTERN USING BANK ANGLES OF 45 DEGS. THE WIFE OF THE ACFT OWNER REPORTED THE ACFT WAS DAMAGED DURING AN INSTRUCTIONAL FLT ON THE PREVIOUS DAY. THE LEFT WING AND LANDING GEAR WERE REPORTEDLY DAMAGED IN THE ACCIDENT. THE ACFT WAS SAID TO HAVE BEEN REPAIRED THAT AFTERNOON. HOWEVER, NO EVIDENCE WAS FOUND TO SUGGEST THE FABRIC ON THE WING WAS REMOVED FOR INSPECTION OF STRUCTURAL DAMAGE. IT WAS NOT DETERMINED IF THE FLIGHT WAS FOR PERSONAL OR INSTRUCTIONAL PURPOSES.

Brief of Accident (Continued)

File No. - 1696

9/29/85

POST FALLS, ID

A/C Reg. No. NONE

Time (Lcl) - 1119 PDT

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

Finding(s)

1. WING, SPAR - PREVIOUS DAMAGE
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - PILOT IN COMMAND
3. IMPROPER DECISION, COMPLACENCY - PILOT IN COMMAND
4. WING, SPAR - FAILURE, TOTAL
5. MAINTENANCE, MAJOR REPAIR - NOT PERFORMED - PILOT IN COMMAND

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

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1707      7/22/85      SHELBYVILLE,IL      A/C Reg. No. N67EZ      Time (Lcl) - 1545 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

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

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

Make/Model - HAZELRIGE VARIEZE  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - UNK/NR  
No. of Seats - 1

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 020/008 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - 15000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

DECATUR,IL

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

FULL STOP

Airport Proximity  
ON AIRSTRIP

Airport Data

SHELBY CO.

Runway Ident - 36

Runway Lth/Wid - 3900/ 75

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

GLIDER

Age - 69

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1500

Make/Model- 1500

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 10

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE GYROPLANE WAS RUNNING UP ON THE END OF THE RWY WHEN THE VARIEZE LANDED ON TOP OF HIM, STRIKING THR ROTOR SYSTEM.  
THE VARIEZE FLEW A NON=STD FLT PATTERN & DID NOT MAKE A RADIO CALL IN THE TRAFFIC PATTERN.

Brief of Accident (Continued)

File No. - 1707

7/22/85

SHELBYVILLE,IL

A/C Reg. No. N67EZ

Time (Lc1) - 1545 CDT

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

Finding(s)

1. OBJECT - AIRCRAFT PARKED
  2. JUDGEMENT - POOR - PILOT IN COMMAND
  3. PLANNED APPROACH - INADEQUATE - PILOT IN COMMAND
  4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
  6. RADIO COMMUNICATIONS - NOT USED - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1707      7/22/85      SHELBYVILLE,IL      A/C Reg. No. N2260N      Time (Lcl) - 1545 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

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

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

Make/Model      - FRANK H MARCHETTI AVENGER GYRO      Eng Make/Model - LYCOMING O-320  
Landing Gear      - TRICYCLE-FIXED      Number Engines - 1  
Max Gross Wt      - UNK/NR      Engine Type      - RECIPROCATING-CARBURETOR  
No. of Seats      - 2      Rated Power      - 150 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING

Method      - N/A

Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 020/008 KTS

Visibility      - 15.0      SM

Lowest Sky/Clouds      - 3000 FT SCATTERED

Lowest Ceiling      - 15000 FT BROKEN

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity  
ON AIRSTRIP

Airport Data

SHELBY CO

Runway Ident      - 36

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      - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

GYROPLANE

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      - 218

Make/Model- 168

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 7

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE GYROPLANE WAS RUNNING UP ON THE END OF THE RWY WHEN THE VARIEZE LANDED ON TOP OF HIM, STRIKING THE ROTOR SYSTEM.  
THE VARIEZE FLEW A NON-STID FLT PATTERN & DID NOT MAKE A RADIO CALL IN THE TRAFFIC PATTERN

Brief of Accident (Continued)

File No. - 1707

7/22/85

SHELBYVILLE, IL

A/C Reg. No. N2260N

Time (Lcl) - 1545 CDT

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Occurrence IN FLIGHT COLLISION WITH OBJECT

Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
  2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
  3. JUDGEMENT - POOR - PILOT OF OTHER AIRCRAFT
  4. RADIO COMMUNICATIONS - NOT USED - PILOT OF OTHER AIRCRAFT
  5. PLANNED APPROACH - POOR - PILOT OF OTHER AIRCRAFT
  6. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT
- 

----Probable Cause----

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

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. - 1705

7/25/85

VALPARAISO, IN

A/C Reg. No. N2071K

Time (Lcl) - 1200 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				

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

Fire NONE  
Crew Pass

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

Make/Model - LUSCOMBE 8A  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1260  
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-8  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 65 HP

ELT Installed/Activated - YES/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- 200/012 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds -

Lowest Ceiling - 4000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

FINDLAY, OH

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 AIRSTRIP

Airport Data

PORTER CO. MUNI.

Runway Ident - 27

Runway Lth/Wid - 6000/ 150

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 47

Biennial Flight Review

Current - YES

Months Since - 48

Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 674 Last 24 Hrs - 2

Make/Model- 402 Last 30 Days- UNK/NR

Instrument- 11 Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING LANDING. THE PLT SAID THAT HE MADE A WHEEL LNDG AND AFTER THE ACFT SLOWED TO 20 MPH THE TAIL LIFTED AND THE ACFT NOSED OVER.



Brief of Accident (Continued)

File No. - 1705

7/25/85

VALPARAISO, IN

A/C Reg. No. N2071K

Time (Lcl) - 1200 CDT

Occurrence NOSE OVER  
Phase of Operation LANDING - ROLL

Finding(s)

1. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1699      8/04/85      GRIFFITH, IN      A/C Reg. No. N69370      Time (Lcl) - 1000 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

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

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

Make/Model      - BEËCH A23A  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2400  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL IO-346-A  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 165 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed- 225/005 KTS  
Visibility      - 6.0 SM  
Lowest Sky/Clouds      - 4000 FT  
Lowest Ceiling      - 4000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
GRIFFITH, IN  
Destination  
SOUTH BEND, IN

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 28  
Biennial Flight Review  
Current      - YES  
Months Since      - 20  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 88  
Make/Model- 1  
Instrument- 0  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PREFLIGHT AND TAKEOFF WERE UNEVENTFUL. SHORTLY AFTER TAKEOFF THE PLT EXPERIENCED A PARTIAL PWR LOSS AND DISCOVERED THAT HE COULD NOT MAINTAIN LEVEL FLT. HE THEN PERFORMED A FORCED LANDING IN A FLD. FOLLOWING THE ACCIDENT AN FAA AIRWORTHINESS INSPECTOR EXAMINED THE WRECKAGE AND NOTED NOTHING WRONG WITH THE ENG. THE FOLLOWING COMPONENTS WERE ALDO NOTED TO BE OPERAIONAL: THE ELECTRIC BOOST PUMP, THE ENG DRIVEN FUEL PUMP AND BOTH FUEL TANKS WERE 3/4 FULL OF 100LL AVIATION FUEL. LASTLY, BOTH FUEL SUMPS WERE DRAINED WITH NO NOTICEABLE WATER OR OTHER CONTAMINANTS PRESENT.

Brief of Accident (Continued)

File No. - 1699

8/04/85

GRIFFITH, IN

A/C Reg. No. N6937Q

Time (Lc1) - 1000 CDT

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

Finding(s)

1. ENGINE ASSEMBLY - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1670

7/27/85

ADMIRE,KS

A/C Reg. No. N1115G

Time (Lcl) - 0855 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
NONE

Crew  
Pass

Fatal  
1  
0

Injuries  
Serious  
0  
0

Minor  
0  
0

None  
0  
0

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

Make/Model - SCHUBERT CASSUTT SPORT  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1275  
No. of Seats - 1

Eng Make/Model - LYCOMING O-290-G4  
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 - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 120/004 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - 6000 FT SCATTERED  
Lowest Ceiling - 25000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
NEWTON,KS  
Destination  
OSHKOSH,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 - NONE

-----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 - 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-----

AT 0847 CDT, JULY 27, 1985 N1115G RADIOED A NEARBY FSS. THE STATION THAT WAS CALLED WAS CLOSED BUT ANOTHER FSS HEARD THE CALL. DURING THE TRANSMISSION THE PLT REPORTED THAT HE HAD AN ENG PROBLEM, WAS PUMPING OIL OVERBOARD AND COULD NOT SEE OUTSIDE BECAUSE THE CANOPY WAS COVERED WITH OIL. THE ACFT CRASHED IN A PASTURE IN A STEEP NOSE DOWN ATTITUDE. THE ON-SCENE INVESTIGATION REVEALED A HOLE IN THE TOP OF THE CRANKCASE. DISASSEMBLY OF THE ENGINE REVEALED THAT THE #4 INTAKE VALVE WAS BROKEN AND THE #4 PISTON WAS DISINTEGRATED. THE DESIGN OF THE CANOPY IS SUCH THAT IF IT WAS OPENED IN FLT THE PLT WOULD BE EXPOSED TO THE FULL FORCE OF THE WIND.

Brief of Accident (Continued)

File No. - 1670

7/27/85

ADMIRE,KS

A/C Reg. No. N1115G

Time (Lcl) - 0855 CDT

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

Finding(s)

1. ENGINE ASSEMBLY, VALVE - FAILURE, TOTAL
2. ENGINE ASSEMBLY, PISTON - DISINTEGRATED
3. ENGINE ASSEMBLY, CRANKCASE - OVERLOAD
4. FLUID, OIL - SIPHONING

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

Finding(s)

5. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DISINTEGRATED
6. VISUAL LOOKOUT - NOT POSSIBLE - 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) 1,2,3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1700

9/13/85

OLATHE, KS

A/C Reg. No. N88DM

Time (Lcl) - 0835 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 -EXECUTIVE/CORPORATE

Fire  
NONE

Crew  
Pass

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAKEOFF

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

Make/Model - CESSNA 421B  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 7500  
No. of Seats - 8

Eng Make/Model - CONTINENTAL GTS10-520-H  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 375 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - IMC  
Wind Dir/Speed- 080/017 KTS  
Visibility - 2.000 SM  
Lowest Sky/Clouds - 600 FT  
Lowest Ceiling - 600 FT BROKEN  
Obstructions to Vision- FOG  
Precipitation - RAIN  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
BUTLER, MO

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

JOHNSON CITY EXEC  
Runway Ident - 35  
Runway Lth/Wid - 4099/ 75  
Runway Surface - ASPHALT  
Runway Status - WET

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

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

Age - 34  
Biennial Flight Review  
Current - YES  
Months Since - 11  
Aircraft Type - C-421

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 4783  
Make/Model- 213  
Instrument- 395  
Multi-Eng - 2769  
Last 24 Hrs - 3  
Last 30 Days- UNK/NR  
Last 90 Days- 93

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE TAKEOFF ROLL ON AN IFR FLT, THE RIGHT ENG LOST PWR AND THE PLT ABORTED THE TAKEOFF. THE ACFT RAN OFF THE END OF THE RWY, ACROSS TWO DITCHES, ONE ROAD, THROUGH A FENCE AND STRUCK A POST IN A FLD. DURING POST ACCIDENT TESTS, THE RIGHT ENG WOULD RUN ONLY WHEN IT WAS PRIMED WITH FUEL. THE EXACT PART OF THE FUEL SYSTEM THAT MALFUNCTIONED COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 1700

9/13/85

OLATHE,KS

A/C Reg. No. N88DM

Time (Lc1) - 0835 CDT

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

Finding(s)

1. FUEL SYSTEM - FAILURE, TOTAL

Occurrence #2      OVERRUN  
Phase of Operation      TAKEOFF

Occurrence #3      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

2. TERRAIN CONDITION - DITCH  
3. TERRAIN CONDITION - HIGH TERRAIN

Occurrence #4      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

4. OBJECT - FENCE

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1618

9/15/85

EMPORIA, KS

A/C Reg. No. N61624

Time (Lc1) - 1230 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
0  
0

Minor  
0  
0

None  
1  
3

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

Make/Model - CESSNA 172M  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2300  
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NWS  
Method - TV/RADIO  
Completeness - PARTIAL, LMTD BY PILOT  
Basic Weather - VMC  
Wind Dir/Speed - 150/010 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  
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

EMPORIA MUNI  
Runway Ident - 18  
Runway Lth/Wid - 4950/ 100  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 32  
Biennial Flight Review  
Current - YES  
Months Since - 3  
Aircraft Type - C-172M

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

Total - 66  
Make/Model - 64  
Instrument - 2  
Last 24 Hrs - 1  
Last 30 Days - UNK/NR  
Last 90 Days - 7

Instrument Rating(s) - NONE

-----Narrative-----

TWO PLTS WERE ON BOARD. THE LT SEAT PLT WAS MAKING THE LANDING WHEN A GUST OF WIND CAUSED THE ACFT TO BECOME MISALIGNED WITH THE RWY. THE RT SEAT PLT TOOK CONTROL OF THE ACFT AND ATTEMPTED A GO-AROUND. THE RT SEAT PLT SAID HE AIMED FOR A CLEAR SPOT BTW TREES TO CLIMB THROUGH BUT THE HORIZONTAL STABILIZER HIT A TREE AND THE ACFT CRASHED.



Brief of Accident (Continued)

File No. - 1618

9/15/85

EMPORIA,KS

A/C Reg. No. N61624

Time (Lcl) - 1230 CDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
4. RELINQUISHING OF CONTROL - PERFORMED - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - TREE(S)
6. CLEARANCE - NOT OBTAINED - PILOT IN COMMAND

Occurrence #3      NOSE OVER  
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) 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. - 1767

7/17/85

STANTON,KY

A/C Reg. No. N3150T

Time (Lc1) - 1715 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

NONE

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

1

Accident Occurred During -LANDING

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

Make/Model - CESSNA 177

Eng Make/Model - LYCOMING O-320 SERIES

ELT Installed/Activated - UNK/NR

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2500

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 150 HP

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

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - PARTIAL,LMTD BY PILOT

Basic Weather - VMC

Wind Dir/Speed- 009 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAWN

Itinerary

Last Departure Point

FRANKFORT,KY

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

STANTON

Runway Ident - UNK/NR

Runway Lth/Wid - 3000/ 75

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 34

Biennial Flight Review

Current - UNK/NR

Months Since - 3

Aircraft Type - 150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 55

Make/Model- 10

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE ACCIDENT OCCURED AS THE STUDENT PILOT WAS ATTEMPTING TO TAKEOFF FOR HOVER TRAINING. AS THE PILOT WAS APPLYING COLLECTIVE TORQUE, THE STUDENT SAID, HE LOST CONTROL AND CRASHED. THERE WERE NO SYSTEM MALFUNCTIONS OR FAILURES REPORTED.

Brief of Accident (Continued)

File No. - 1767

7/17/85

STANTON,KY

A/C Reg. No. N3150T

Time (Lc1) - 1715 EDT

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

Finding(s)  
1. FLIGHT AND NAVIGATION INSTRUMENTS - IMPROPER USE OF - PILOT IN COMMAND  
2. LEVEL OFF - PREMATURE - PILOT IN COMMAND  
-----

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

Finding(s)  
3. ABORTED TAKEOFF - UNCONTROLLED - PILOT IN COMMAND  
-----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1623      9/27/85      BOWLING GREEN,KY      A/C Reg. No. N8450K      Time (Lcl) - 1958 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	2	0
Accident Occurred During -LANDING					

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAVANAH,GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BOWLING GREEN,KY	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----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 - 184
SE LAND	Months Since - 16	Make/Model- 25
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS SUBSTANTIALLY DAMAGED DURING A FORCED LANDING IN A CORN FIELD FOLLOWING A LOSS OF PWR 5 MILES FROM THE DESTINATION ARPT. THE PLT REPORTED TO BOWLING GREEN FSS THAT HE WAS "OUT OF GAS" AT AN ALT OF 3000 FT. POST ACCIDENT EXAMINATION DISCLOSED A TOTAL OF 24 OZS OF FUEL ON BOARD THE ACFT AT THE ACCIDENT SITE.

Brief of Accident (Continued)

File No. - 1623

9/27/85

BOWLING GREEN, KY

A/C Reg. No. N8450K

Time (Lc1) - 1958 EDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - CROP

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1743      9/28/85      WINCHESTER, KY      A/C Reg. No. N9308F      Time (Lcl) - 1730 EDT

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

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

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

Make/Model	- HUGHES 269A	Eng Make/Model	- LYCOMING O-360-C20	ELT Installed/Activated	- UNK/NR
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1550	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		UNK/NR	
Method	- N/A	WINCHESTER, KY			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL			
Wind Dir/Speed				Runway Ident	- N/A
Visibility	- 10.0 SM	ATC/Airspace		Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- NONE	Runway Surface	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- NONE	Runway Status	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- NONE		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 20	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACCIDENT OCCURRED AS THE STUDENT PILOT WAS ATTEMPTING TO TAKEOFF FOR HOVER TRAINING. AS THE PILOT WAS APPLYING COLLECTIVE TORQUE, THE STUDENT SAID, HE LOST CONTROL AND CRASHED. THERE WERE NO SYSTEM MALFUNCTIONS OR FAILURES REPORTED.

Brief of Accident (Continued)

File No. - 1743

9/28/85

WINCHESTER, KY

A/C Reg. No. N9308F

Time (Lcl) - 1730 EDT

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

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

Finding(s)

2. 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. - 1711 10/03/85 LONDON, KY

A/C Reg. No. N20273

Time (Lc1) - 1808 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

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

Make/Model - CESSNA 172  
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 - 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 - IMC

Wind Dir/Speed- CALM

Visibility - 2.000 SM

Lowest Sky/Clouds - 600 FT

Lowest Ceiling - OVERCAST

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

UNK/NR

Destination

UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - ASR

FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LONDON

Runway Ident - 05

Runway Lth/Wid - 6000

Runway Surface - ASPHALT

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 36

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 562

Make/Model- 15

Instrument- 5

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 63

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED DURING A FORCED LANDING AFTER FUEL EXHAUSTION DURING A X-COUNTRY FLT. THE PLT HAD ENCOUNTERED WX AND IN ATTEMPTING TO REACH AN ALTERNATE ARPT THE ACFT RAN OUT OF FUEL. THE PLT WAS NOT INSTRUMENT RATED AND THE WX AT LONDON WAS 600 FT OVERCAST WITH VISIBILITY 2 MILES IN FOG AT THE TIME OF THE ACCIDENT. THE FUEL DRAINED FROM THE ACFT AFTER THE ACCIDENT WAS 1 QT FROM THE LEFT TANK WHICH WAS IN USE AT THE TIME OF THE ACCIDENT. THE PLT REPORTED THAT HE RAN THE RT TANK DRY EN ROUTE.



Brief of Accident (Continued)

File No. - 1711

10/03/85

LONDON, KY

A/C Reg. No. N20273

Time (Lc1) - 1808 EDT

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

Finding(s)

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

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

Finding(s)

3. FLUID, FUEL - EXHAUSTION
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
5. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #3 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

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

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1613      3/19/85      MONROE, LA      A/C Reg. No. N2207Y      Time (Lcl) - 1512 CST

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

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

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

Make/Model - CESSNA 177	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 140/011 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>BASTROP, LA</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----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 - 60
	Months Since - N/A	Make/Model- 3
	Aircraft Type - N/A	Instrument- 1
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

APRX 15 MINS AFTER DEPARTURE, ON FINAL APCH TO MONROE REGIONAL ARPT THE ENG LOST PWR DUE TO FUEL EXHAUSTION. DURING THE FORCED LANDING THE ACFT STRUCK CABLE TV LINES AND TREES CAUSING A RIGHT YAW AND UNCONTROLLED DESCENT TO THE GROUND. THE STUDENT PLT STATED THAT THE ACCIDENT COULD HAVE BEEN PREVENTED IF HE HAD VISUALLY CHECKED THE FUEL TANKS PRIOR TO DEPARTURE.

Brief of Accident (Continued)

File No. - 1613

3/19/85

MONROE, LA

A/C Reg. No. N2207Y

Time (Lc1) - 1512 CST

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

Finding(s)

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

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. OBJECT - WIRE, TRANSMISSION
5. OBJECT - TREE(S)

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

Finding(s)

6. TERRAIN CONDITION - GROUND

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1606      4/14/85      PATTERSON, LA      A/C Reg. No. N808W      Time (Lcl) - 2055 CST

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

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

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

Make/Model - MITSUBISHI MU2J	Eng Make/Model - GARRETT TPE331-6-251M	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 10800	Engine Type - TURBOPROP	
No. of Seats - 11	Rated Power - 724 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NWS	Last Departure Point HOUSTON, TX	
Method - ACFT RADIO	Destination	Airport Data
Completeness - FULL	SAME AS ACC/INC	PATTERSON
Basic Weather - VMC	ATC/Airspace	Runway Ident - 22
Wind Dir/Speed- CALM	Type of Flight Plan - VFR	Runway Lth/Wid - 4500/ 100
Visibility - 20.0 SM	Type of Clearance - VFR	Runway Surface - WATER
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WATER-CALM
Lowest Ceiling - NONE		
Obstructions to Vision- GROUND FOG		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 12070
SE LAND, ME LAND	Months Since - 13	Make/Model- 2500
	Aircraft Type - UNK/NR	Instrument- 2330
		Multi-Eng - 9920
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 18

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON VISUAL FINAL APCH TO THE ARPT AT NIGHT THE ACFT ENTERED GROUND FOG. REFLECTION OF THE LANDING LIGHTS IN THE FOG WAS DISTRACTING. THE ACFT LANDED IN THE ADJACENT SEAPLANE LANDING AREA INSTEAD OF ON THE HARD SURFACE RWY. A SUBSEQUENT INSPECTION OF THE APRT DISCLOSED DIFFERENCIATION BTW THE COLORED LIGHTS OF THE WATERWAY AND THE WHITE LIGHTS ON THE RWY WAS ONLY EFFECTIVE WHEN BOTH SETS OF LIGHTS WERE VISIBLE, A CONDITION WHICH IS LESS LIKELY TO OCCUR WHEN IT IS MOST NEEDED; I.E. IN CONDITIONS OF REDUCED VISIBILITY OR AT LOWER ALTITUDES ABOVE THE GROUND. THE INSPECTION ALSO REVEALED THE WATERWAY LIGHTS WERE BRIGHTER; THE INTENSITY OF THE RWY LIGHTS COULD NOT BE CHANGED BY RADIO.

Brief of Accident (Continued)

File No. - 1606

4/14/85

PATTERSON, LA

A/C Reg. No. N808W

.Time (Lc1) - 2055 CST

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

Finding(s)

1. WEATHER CONDITION - FOG

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

Finding(s)

2. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - INADEQUATE
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. IMPROPER DECISION, INFORMATION UNCLEAR - PILOT IN COMMAND
5. TERRAIN CONDITION - WATER, GLASSY
6. LIGHT CONDITION - NIGHT

-----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) 1,4,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1631      4/29/85      GIBSON, LA      A/C Reg. No. N4691E      Time (Lcl) - 1130 CDT

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

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-CHARLIE HAMMOND'S FLYING	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	2	

-----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	- 3100	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	OFF AIRPORT/STRIP	
Method	- N/A		
Completeness	- N/A	Airport Data	
Basic Weather	- VMC	Runway Ident	- N/A
Wind Dir/Speed	- 165/005 KTS	Runway Lth/Wid	- N/A
Visibility	- 4.000 SM	Runway Surface	- WATER
Lowest Sky/Clouds	- 1500 FT SCATTERED	Runway Status	- WATER-CALM
Lowest Ceiling	- NONE		
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

Destination	SAME AS ACC/INC
ATC/Airspace	
Type of Flight Plan	- NONE
Type of Clearance	- NONE
Type Apch/Lndg	- TRAFFIC PATTERN
	FULL STOP

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

Pilot-In-Command	Age - 34	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1034	Last 24 Hrs - 1
SE SEA	Months Since - 10	Make/Model - 645	Last 30 Days - UNK/NR
	Aircraft Type - C-A185F	Instrument - 47	Last 90 Days - 263

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AMPHIBIAN ACFT WAS SUBSTANTIALLY DAMAGED WHEN IT COLLIDED WITH A TREE WHILE LANDING ON AN OIL FIELD SERVICE CANAL. THE PLT STATED THAT HE LANDED LONG AND FAST AND AS A RESULT HE WAS UNABLE TO NEGOTIATE THE SECOND HALF OF AN "S" TURN IN THE CANAL. THE LEFT WING SUBSEQUENTLY STRUCK A TREE ON THE BANK.

Brief of Accident (Continued)

File No. - 1631

4/29/85.

GIBSON,LA

A/C Reg. No. N4691E

Time (Lc1) - 1130 CDT

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Occurrence #1            ON GROUND COLLISION WITH OBJECT

Phase of Operation      LANDING - ROLL

Finding(s)

1. OBJECT - TREE(S)
  2.    AIRSPEED - EXCESSIVE - PILOT IN COMMAND
  3. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
  4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1634      5/04/85      OPELOUSAS, LA      A/C Reg. No. N79QD      Time (Lc1) - 1130 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 - DEMPSEY QUICKIE	Eng Make/Model - ONAN 22	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 22 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	ST. LANDRY
Wind Dir/Speed- 290/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - WET
Obstructions to Vision- NONE		SOFT
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 70	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2471
SE LAND	Months Since - 13	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 68
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

DURING PREFLIGHT, THE PLT ESTIMATED THAT HE HAD ABOUT 2.5 HRS OF FUEL ACCORDING TO THE GAGE. AFTER 1.5 HRS OF FLT, THE ENG QUIT IN CRUISE FLT DUE TO FUEL EXHAUSTION. THE ACFT NOSED OVER DURING THE SUBSEQUENT FORCED LANDING IN A FLD.



Brief of Accident (Continued)

File No. - 1634

5/04/85

OPELOUSAS,LA

A/C Reg. No. N79QD

Time (Lc1) - 1130 CDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
  2. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - WET
  4. TERRAIN CONDITION - SOFT
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1687

7/12/85

PATTERSON, LA

A/C Reg. No. N9905N

Time (Lc1) - 1308 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE  
Crew  
Pass  
Other

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

Make/Model - CESSNA A185F  
Landing Gear - FLOAT  
Max Gross Wt - 3100  
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/NO  
Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 180/005 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  
VERMILLION, LA  
Destination  
SAME AS ACC/INC

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE SEA

Age - 45

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - C-A185F

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	1840	Last 24 Hrs	-	2
Make/Model	-	444	Last 30 Days	-	UNK/NR
Instrument	-	35	Last 90 Days	-	115

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS SUBSTANTIALLY DAMAGED WHEN IT WAS RAMMED BY A SPEED BOAT AFTER IT HAD LANDED ON A CANAL AND WAS WATER TAXIING TO ITS TIE DOWN AREA. THE BOAT CAME OUT OF A CROSSING CANAL AT HIGH SPEED AND STRUCK THE AMPHIB IN THE AREA OF THE LEFT FLOAT. THE BOAT OPERATOR STATED THAT HE EXITED THE CANAL AT HIGH SPEED IN ORDER TO CLEAR SOME SHALLOW WATER AND THAT HE DID NOT SEE THE ACFT DUE TO TREES EXTENDING INTO THE MAIN CANAL.

Brief of Accident (Continued)

File No. - 1687

7/12/85

PATTERSON, LA

A/C Reg. No. N9905N

Time (Lc1) - 1308 CDT

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

Finding(s)

1. OBJECT - VEHICLE
2. VISUAL LOOKOUT - INADEQUATE - DRIVER OF VEHICLE

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1629      8/20/85      FARMERVILLE, LA      A/C Reg. No. N8050P      Time (Lc1) - 1445 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	0
Accident Occurred During -DESCENT					

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

Make/Model - PIPER PA-24-250	Eng Make/Model - LYCOMING O-540-A1A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FARMERVILLE, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WINNSBORO, LA	
Wind Dir/Speed- 150/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - 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 - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 840
SE LAND	Months Since - 2	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 30
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TOOK OFF AND STARTED HIS CLIMBOUT WITH THE FUEL SELECTOR ON A FUEL TANK WHICH WAS VIRTUALLY EMPTY. THE ENG STOPPED REACHING AN ALT OF 200 FEET AGL. THE PLT MADE FORCED LANDING IN TREES. THERE WAS AN AMPLE SUPPLY OF FUEL (ABOUT 70 GALLONS) DISTRIBUTED BETWEEN THE OTHER THREE FUEL TANKS; HOWEVER, THERE WAS NOT ADEQUATE TIME TO SWITCH THE SELECTOR VALVE AND GET A RESTART BEFORE IMPACT OCCURRED.

Brief of Accident (Continued)

File No. - 1629

8/20/85

FARMERVILLE, LA

A/C Reg. No. N8050P

Time (Lc1) - 1445 CDT

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

Finding(s)

1. FLUID, FUEL - STARVATION
2. AIRCRAFT PREFLIGHT - INADEQUATE - 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      DESCENT - EMERGENCY  
4. OBJECT - TREE(S)

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1680      8/23/85      OAK RIDGE, LA      A/C Reg. No. N3656N      Time (Lcl) - 1425 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

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

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

Make/Model      - AIR TRACTOR AT-400  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 6600  
No. of Seats      - 1

Eng Make/Model      - P&W PT6-15  
Number Engines      - 1  
Engine Type      - TURBOPROP  
Rated Power      - 680 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- 225/003 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - SCATTERED  
Lowest Ceiling      - 2000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 34  
Biennial Flight Review  
Current      - YES  
Months Since      - 6  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 6300      Last 24 Hrs - 5  
Make/Model- 3      Last 30 Days- UNK/NR  
Instrument- 0      Last 90 Days- 348

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THE ACFT "SAGGED" (SETTLED) DURING AN AERIAL APPLICATION MANEUVER AND HE LEVELED THE WINGS TO LET IT RECOVER. HOWEVER, HE DID NOT ADD POWER, FLAPS, OR DUMP THE LOAD OF ALMOST 300 GALLONS OF SPRAY MATERIAL HE WAS CARRYING SINCE HE THOUGHT IT WOULD REGAIN ITS LIFT IN A MOMENT. THE CONDITION DETERIORATED EVEN FURTHER UNTIL IMPACT WITH THE GROUND OCCURRED.

Brief of Accident (Continued)

File No. - 1680

8/23/85

OAK RIDGE, LA

A/C Reg. No. N3656N

Time (Lc1) - 1425 CDT

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  2. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
  3. STALL/MUSH
- 

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. - 1678      9/05/85      PORT SULPHUR, LA      A/C Reg. Nb. N5513E      Time (Lcl) - 0930 CDT

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

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

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

Make/Model - CESSNA A185F	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/YES
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CROWN POINT, LA	Runway Ident - N/A
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - WATER
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Status - WATER-CALM
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 749
SE LAND, SE SEA	Months Since - UNK/NR	Make/Model- 675
	Aircraft Type - UNK/NR	Instrument- 3
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 112
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE INITIATED HIS WATER TAKEOFF RUN ON A CANAL WHICH HAD A LEFT BEND. WHEN HE ROUNDED THE BEND HE OBSERVED A 15-20 FOOT HIGH PILING (POST) IN THE MIDDLE OF THE CANAL AND A PENINSULA OF LAND ABOUT 300 YARDS BEYOND THE PILING. HE STEERED TO THE RIGHT OF THE PILING AND CONTINUED THE TAKEOFF RUN ROTATING FOR TAKEOFF WITHIN 50 FT OF THE PENINSULA. THE NOSE LIFTED, HOWEVER, THE REAR END OF THE ACFT'S FLOATS CONTACTED THE GROUND AND PITCHED THE NOSE TO A DOWNWARD POSITION. THE ACFT THEN FLIPPED INVERTED AND STOPPED.



Brief of Accident (Continued)

File No. - 1678

9/05/85

PORT SULPHUR, LA

A/C Reg. No. N5513E

Time (Lc1) - 0930 CDT

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

Finding(s)

1. TERRAIN CONDITION - DIRT BANK
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. UNSUITABLE TERRAIN - NOT IDENTIFIED - PILOT IN COMMAND

Occurrence #2 NOSE OVER  
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. TERRAIN CONDITION - DIRT BANK

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1715      9/13/85      CATAHOULA, LA      A/C Reg. No. N333WL      Time (Lcl) - 1100 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
NONE

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

Make/Model - CESSNA A185F  
Landing Gear - FLOAT  
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 - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 7.0 SM  
Lowest Sky/Clouds - 5000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 45  
Biennial Flight Review  
Current - YES  
Months Since - 12  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 3958  
Make/Model- 2877  
Instrument- 395  
Multi-Eng - 558  
Last 24 Hrs - 3  
Last 30 Days- UNK/NR  
Last 90 Days- 137  
Rotorcraft - 2150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT TOOK OFF FROM A BAYOU WITH INADEQUATE DISTANCE TO CLIMB ABOVE THE TREES GROWING ALONG EACH SIDE BEFORE THE BAYOU MADE AN APRX 120-DEG RIGHT TURN. IN ORDER TO AVOID COLLISION WITH THE TREES THE PLT ENTERED A STEEP BANKED RIGHT TURN TO FOLLOW THE BAYOU. WHILE IN THE STEEP TURN THE ACFT STALLED AND SNAPPED SHARPLY TO THE LEFT. IT THEN IMPACTED TREES ALONG THE RIGHT BANK OF THE BAYOU AND THEN THE BANK ITSELF. THE ACFT CAME TO REST INVERTED AND PARTIALLY SUBMERGED IN THE BAYOU.

Brief of Accident (Continued)

File No. - 1715

9/13/85

CATAHOULA, LA

A/C Reg. No. N333WL

Time (Lc1) - 1100 CDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, OSTENTATIOUS DISPLAY - PILOT IN COMMAND

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

Finding(s)

3. OBJECT - TREE(S)
4. LIGHT CONDITION - DAYLIGHT

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

Finding(s)

5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
6. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

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

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. - 1630      10/10/85      INTRACOASTALCTY,LA      A/C Reg. No. N21RH      Time (Lcl) - 2000 CDT

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

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

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

Make/Model - CESSNA A185E	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/NO
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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	ABBEVILLE,LA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	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 - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----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 - 18000
SE LAND,ME LAND,SE SEA	Months Since - 6	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 120
		Last 30 Days- UNK/NR
		Instrument- 2315
		Last 90 Days- 300
		Multi-Eng - 2100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS SPRAYING FOR MOSQUITO CONTROL DURING THE HOURS OF DARKNESS. HE TURNED TO REVERSE COURSE AND THEN TURNED ON THE ACFT'S LANDING LIGHT TO CHECK HIS ALTITUDE. HE OBSERVED POWER LINES BUT IT WAS TOO LATE FOR EVASIVE ACTION. AFTER THE PROP IMPACTED THE LINES A PWR LOSS OCCURRED AND THE PLT MADE AN EMERGENCY LANDING, STRAIGHT AHEAD IN A PASTURE.

Brief of Accident (Continued)

File No. - 1630

10/10/85

INTRACOASTALCTY,LA

A/C Reg. No. N21RH

Time (Lc1) - 2000 CDT

-----  
Occurrence #1      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
  3. OBJECT - WIRE,TRANSMISSION
  4. LIGHT CONDITION - DARK NIGHT
- 

Occurrence #2      LOSS OF POWER  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

-----

Occurrence #3      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

-----

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1620      7/11/85      SOUTHBRIDGE,MA      A/C Reg. No. N727MA      Time (Lcl) - 1700 EDT

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

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

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

Make/Model - MITSUBISHI MU-2B-26	Eng Make/Model - AIRESEARCH TPE-331-6-252	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 10470	Engine Type - TURBOPROP	
No. of Seats - 6	Rated Power - 715 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	MANCHESTER,NH	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SOUTHBRIDGE
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - 02
Visibility - 40.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3500
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	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 - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6615
SE LAND,ME LAND	Months Since - 2	Make/Model- 1006
	Aircraft Type - MU-2	Instrument- UNK/NR
		Multi-Eng - 2340
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 39
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LNDG THE ACFT IMPACTED HARD AND SKIDDED DOWN THE RWY BEFORE IT WENT OFF THE LEFT SIDE OF THE RWY. THE LEFT MAIN WHEEL SEPARATED AND THE NOSE GEAR COLLAPSED. BOTH PLTS STATED THE LNDG APCH WAS NORMAL UNTIL THE ACFT WAS APRX 15 FT ABOVE THE RWY AT WHICH TIME THE ACFT ABRUPTLY DESCENDED AND IMPACTED HARD WITH THE RWY. PRIOR TO THE IMPACT, THE ACFT WAS CONFIGURED WITH 20 DEGS OF FLAPS AND LNDG GEAR WAS DOWN AND LOCKED. THE AIRSPEED WAS 105 KTS. EXAMINATION OF THE ACFT DISCLOSED THAT THE AFT MAIN GEAR DOORS WERE OPEN AND THE NOSE DOWN LOCK LIMIT SWITCH WAS DEFECTIVE. THE SWITCH IS REQUIRED TO CLOSE THE AFT MAIN GEAR DOOR. THE FLIGHT TEST BY THE MFG DETERMINED THAT OPENED AFT MAIN GEAR DOOR HAS NONE TO UNNOTICIAABLE EFFECT ON STALL SPEED. ACFT SPEED AT TOUCHDOWN BASED ON COMPUTATIONS FROM PROP SLASH MARKS WAS 86 KTS. THE STALL SPEED OF ACFT AT PREVAILING WEIGHT & FLAPS CONFIGURATION IS BELOW THIS SPEED, THE ACFT WEIGHT WAS APRX 9000 LBS.

Brief of Accident (Continued)

File No. - 1620

7/11/85

SOUTHBRIDGE, MA

A/C Reg. No. N727MA

Time (Lc1) - 1700 EDT

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

Finding(s)

1. UNDETERMINED
  2. PROPER DESCENT RATE - EXCEEDED -
- 

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

Finding(s)

3. LEVEL OFF - NOT POSSIBLE - PILOT IN COMMAND
- 

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

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD
  5. LANDING GEAR, NOSE GEAR - OVERLOAD
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1780      11/10/85      WESTFIELD, MA      A/C Reg. No. N58266      Time (Lcl) - 1306 EST

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

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

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

Make/Model - DORFMAN, WILLIAM A. BEDE 4/275	Eng Make/Model - LYCOMING O-360-A1A	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 180 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	WESTFIELD, MA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WESTFIELD MUNICIPAL
Wind Dir/Speed- 230/010 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 9000/ 150
Lowest Sky/Clouds - 15000 FT THIN OVC	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 8000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1714
SE LAND	Months Since - 12	Make/Model- 6
	Aircraft Type - UNK/NR	Instrument- 68
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH THE GROUND OFF TO THE SIDE OF THE RUNWAY DURING A TAKEOFF ATTEMPT. THE NOSE GEAR AND THE MAIN GEAR COLLAPSED DURING THE GROUND CONTACT. THE WIND BLEW THE AIRCRAFT TO THE SIDE WITH A WING RAISED AND BEFORE RECOVERY AS EFFECTED THE AIRCRAFT STRUCK THE GROUND IN SOFT TERRAIN AND THE GEAR COLLAPSED.



Brief of Accident (Continued)

File No. - 1780

11/10/85

WESTFIELD,MA

A/C Reg. No. N58266

Time (Lc1) - 1306 EST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - NOT MAINTAINED - PILOT IN COMMAND
  4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
- 

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

-----

Occurrence #3        GEAR COLLAPSED  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1758      1/27/85      THREE RIVERS, MI      A/C Reg. No. N5603C      Time (Lcl) - 1600 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      -TAXI

Fire      Crew      Pass  
NONE      0      0

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

Make/Model      - CESSNA 140A  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1500  
No. of Seats      - 2

Eng Make/Model      - CONTINENTAL C90 SERIES  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 95 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- 220/014 KTS  
Visibility      - 8.0 SM

Lowest Sky/Clouds      -  
Lowest Ceiling      - 3600 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
COREY LAKE, MI

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - ICE  
Runway Status      - SNOW - DRY

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

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

Age - 45  
Biennial Flight Review  
Current      - YES  
Months Since      - 4  
Aircraft Type      - 140A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 1030      Last 24 Hrs - 2  
Make/Model- 750      Last 30 Days- UNK/NR  
Instrument- 7      Last 90 Days- 33

Instrument Rating(s) - NONE

-----Narrative-----

THE SKI EQUIPPED AIRCRAFT WAS TAXIING ON THE FROZEN SURFACE OF THE LAKE WHEN THE TWO BOTTOM BOLTS THAT ATTACHED THE RIGHT SKI TO THE GEAR LEG FAILED THE OVERLOAD FAILED THE TWO TOP BOLTS AND THE SKI FAILED OUT AND UP AT A FORTY FIVE DEGREE ANGLE THIS PERMITTED THE GEAR LEG TO DIG INTO THE ICE AND NOSE THE ACFT OVER INVERTED.

Brief of Accident (Continued)

File No. - 1758

1/27/85

THREE RIVERS, MI

A/C Reg. No. N5603C

Time (Lcl) - 1600 EST

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

Finding(s)

1. LANDING GEAR, SKI ASSEMBLY - DISCONNECTED

-----  
----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. - 1728

7/16/85

BATTLE CREEK, MI

A/C Reg. No. IFROG

Time (Lcl) - 1950 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -AERIAL COMPT

NONE

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 91

Fire

Crew

0

0

0

1

Accident Occurred During -CRUISE

NONE

Pass

0

1

0

1

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

Make/Model - CAMERON V-77

Eng Make/Model - N/A

ELT Installed/Activated - NO -N/A

Landing Gear - N/A

Number Engines - N/A

Stall Warning System - UNK/NR

Max Gross Wt - UNK/NR

Engine Type - N/A

No. of Seats - UNK/NR

Rated Power - N/A

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 300/003 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

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)

CFI

SE LAND

FREE BALLOON

Age - 28

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - 637

Make/Model- 481

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 27

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ENVELOPE OF BALLOON N1533S WAS PENETRATED AND TORN BY THE BASKET OF BALLOON I-FROG. THE ENVELOPE WAS DAMAGED TO THE DEGREE THAT ALTITUDE COULD NOT BE SUSTAINED. THE AERONAUT OF N1533S WAS SERIOUSLY INJURED UPON GROUND IMPACT. I-FROG WAS LANDED WITHOUT DAMAGE OR INJURY.

Brief of Accident (Continued)

File No. - 1728

7/16/85

BATTLE CREEK,MI

A/C Reg. No. IFROG

Time (Lc1) - 1950 EDT

Occurrence #1 MIDAIR COLLISION  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INATTENTIVE - PILOT OF OTHER AIRCRAFT
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1728

7/16/85

BATTLE CREEK, MI

A/C Reg. No. N1533S

Time (Lcl) - 1950 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -AERIAL COMPE

Flight Conducted Under -14 CFR 91

Accident Occurred During -CRUISE

Fire  
NONE

Crew  
Pass  
Other

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

Make/Model - BALLOON WORKS FIREFLY 6B

Landing Gear - N/A

Max Gross Wt - UNK/NR

No. of Seats - UNK/NR

Eng Make/Model - N/A

Number Engines - N/A

Engine Type - N/A

Rated Power - N/A

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

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 315/009 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

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)

COMMERCIAL

FREE BALLOON

Age - 38

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - 402

Make/Model- 402

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 14

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ENVELOPE OF BALLOON N1533S WAS PENETRATED AND TORN BY THE BASKET OF BALLOON I-FROG. THE ENVELOPE WAS DAMAGED TO THE DEGREE THAT ALTITUDE COULD NOT BE SUSTAINED. THE AERONAUT OF N1533S WAS SERIOUSLY INJURED UPON GROUND IMPACT. I-FROG WAS LANDED WITHOUT DAMAGE OR INJURY.

Brief of Accident (Continued)

File No. - 1728

7/16/85

BATTLE CREEK, MI

A/C Reg. No. N1533S

Time (Lcl) - 1950 EDT

Occurrence #1 MIDAIR COLLISION

Phase of Operation DESCENT

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INATTENTIVE - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

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

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

*Updated AAB 8/1/02  
p. 28-29*

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1694 10/04/85 TROY,MI

A/C Reg. No. N505PC

Time (Lcl) - 1545 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
Pass	0	0	3	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-30  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3725  
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - UNK/NR  
Method - ACFT RADIO  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 185/020 KTS  
Visibility - 25.0 SM  
Lowest Sky/Clouds - 10000 FT  
Lowest Ceiling - 10000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
WHEELING,IL  
Destination  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

TROY-OAKLAND  
Runway Ident - 27  
Runway Lth/Wid - 3855/ 50  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 52

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	- 2340	Last 24 Hrs	- UNK/NR
Make/Model	- 1160	Last 30 Days	- UNK/NR
Instrument	- 178	Last 90 Days	- UNK/NR
Multi-Eng	- 1160		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT LANDED ON RWY 27 WITH WINDS FROM 185 DEGS AT 20 KTS GUSTING TO 30 KTS. THE ACFT BALLOONED ON SHORT FINAL. THE PLT ADDED PWR BUT THE RIGHT WING DROPPED AND HIT THE RWY. THE ACFT CARTWHEELED.



Brief of Accident (Continued)

File No. - 1694

10/04/85

TROY, MI

A/C Reg. No. N505PC

Time (Lc1) - 1545 EDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. LEVEL OFF - EXCESSIVE - PILOT IN COMMAND
3. GO-AROUND - DELAYED - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - RUNWAY

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1609      7/05/85      CROOKSTON, MN      A/C Reg. No. N9891L      Time (Lc1) - 1825 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 - GRUMMAN TR2  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1560  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C2C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 108 HP

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

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

Weather Data

Wx Briefing - COMMERCIAL WX SERVICE  
Method - TV/RADIO  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 170/007 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  
ANOKA, MN  
Destination  
WARREN, MN

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 29  
Biennial Flight Review  
Current - YES  
Months Since - 5  
Aircraft Type - TR2

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 81  
Make/Model- 12  
Instrument- 4  
Last 24 Hrs - 3  
Last 30 Days- UNK/NR  
Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER IN A FLD DURING A FORCED LANDING FOLLOWING A TOTAL LOSS OF PWR. THE PLT REPORTED THE FUEL CONSUMPTION DURING THE FLT SEEMED HIGHER THAN USUAL. HE THEN BEGAN LOOKING FOR CROOKSTON MUNICIPAL ARPT TO LAND. APRX 3 MILES SE OF THE ARPT THE PWR LOSS OCCURRED. DURING THE LANDING THE ACFT WAS STALLED ABOUT 10 FT AGL. THE NOSE GEAR COLLAPSED AS THE ACFT CONTACTED THE GROUND AND THE ACFT NOSED OVER. THE FUEL SUPPLY WAS FOUND TO HAVE BEEN EXHAUSTED.

Brief of Accident (Continued)

File No. - 1609

7/05/85

CROOKSTON, MN

A/C Reg. No. N9891L

Time (Lcl) - 1825 CDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL SUPPLY - EXCEEDED - PILOT IN COMMAND
3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
4. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

5. FLARE - MISJUDGED - PILOT IN COMMAND

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

Finding(s)

6. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #5      NOSE OVER  
Phase of Operation      LANDING - ROLL

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1730      7/18/85      EDEN PRAIRIE, MN      A/C Reg. No. N22PG      Time (Lcl) - 0720 CDT

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

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

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

Make/Model	- BEECH BE-55	Eng Make/Model	- CONTINENTAL IO-520-C7	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5100	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 285 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	Last Departure Point	ON AIRPORT	
Method	SAME AS ACC/INC		
Completeness	Destination	Airport Data	
Basic Weather	SPRINGFIELD, IL	FLYING CLOUD	
Wind Dir/Speed	ATC/Airspace	Runway Ident	- 18
Visibility	Type of Flight Plan	Runway Lth/Wid	- 2694/ 75
Lowest Sky/Clouds	Type of Clearance	Runway Surface	- ASPHALT
Lowest Ceiling	Type Apch/Lndg	Runway Status	- WET
Obstructions to Vision			
Precipitation			
Condition of Light			

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

Pilot-In-Command	Age	40	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight Time (Hours)	
PRIVATE	Current	- NO	Total	- 530
SE LAND, ME LAND	Months Since	- UNK/NR	Make/Model	- 450
	Aircraft Type	- UNK/NR	Instrument	- 90
			Multi-Eng	- 430
				Last 24 Hrs - UNK/NR
				Last 30 Days - UNK/NR
				Last 90 Days - UNK/NR
				Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE FENCE DURING AN ABORTED TAKEOFF. THE TIRES OF THE ACFT SHOWED SIGNS OF HYDROPLANING AFTER THE ACCIDENT. NO MECHANICAL DISCREPANCIES WERE NOTED DURING THE INVESTIGATION. THE TAKEOFF WAS ABORTED THE PLT SAID BECAUSE THE ACFT YAWED DURING TAKEOFF AND HE THOUGHT HE HAD AN ENGINE PROBLEM.

Brief of Accident (Continued)

File No. - 1730

7/18/85

EDEN PRAIRIE, MN

A/C Reg. No. N22PG

Time (Lc1) - 0720 CDT

Occurrence #1      LOSS OF CONTROL - ON GROUND

Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH OBJECT

Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. OBJECT - FENCE

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1701

8/10/85

INT'L FALLS, MN

A/C Reg. No. N1254V

Time (Lcl) - 1145 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire NONE  
Crew Pass

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

Make/Model - CESSNA 172XP  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2550  
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-360-K  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 195 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- 340/013 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 3000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
MINNEAPOLIS, MN

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

INTERNATIONAL  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - WATER  
Runway Status - WATER-CALM

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

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

Age - 43  
Biennial Flight Review  
Current - YES  
Months Since - 3  
Aircraft Type - 172XP

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 225  
Make/Model- 137  
Instrument- 0  
Last 24 Hrs - 2  
Last 30 Days- UNK/NR  
Last 90 Days- 163

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT VEERED HARD TO THE RT & COLLIDED WITH THE WATER DURING TAKEOFF AT ABOUT 45 MPH. IT WAS DISCOVERED THAT THE LEFT FLOAT FAILED AND ALLOWED THE LEFT FLOAT TO TURN RT AND GO UNDER THE RT FLOAT.

Brief of Accident (Continued)

File No. - 1701

8/10/85

INT'L FALLS, MN

A/C Reg. No. N1254V

Time (Lc1) - 1145 CDT

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

Finding(s)

1. LANDING GEAR, FLOAT ASSEMBLY - DISCONNECTED
2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1667      8/18/85      NEW MADRID, MO      A/C Reg. No. N267CD      Time (Lcl) - 1630 CDT

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

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

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

Make/Model - PIPER PA-18-135	Eng Make/Model - LYCOMING O-290-D2	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 135 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 030/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3500 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 - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A WITNESS SAID N267CD MADE A LOW PASS DOWN THE FARM AIRSTRIP AND AS THE ACFT NEARED THE END OF THE STRIP, IT BEGAN A CLIMB, BANKED TO THE LEFT AND DESCENDED TO THE GROUND. THE ACFT IMPACTED IN A NOSE LOW, LEFT WING LOW ATTITUDE.



Brief of Accident (Continued)

File No. - 1667

8/18/85

NEW MADRID, MO

A/C Reg. No. N267CD

Time (Lc1) - 1630 CDT

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

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  2. PULL-UP - PERFORMED - 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) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1748      9/09/85      GREENFIELD, MO      A/C Reg. No. N755DD      Time (Lcl) - 1500 CDT

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

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

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

Make/Model - BEECH 58	Eng Make/Model - CONTINENTAL IO-520-C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ELDORADO SPRING, MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	EAGLES PT-RED BARN
Wind Dir/Speed- 350/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 120
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 - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2050
SE LAND, ME LAND	Months Since - 2	Make/Model- 650
	Aircraft Type - BE-58	Instrument- 90
		Multi-Eng - 650
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 70

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTS THAT HE EXTENDED THE LANDING GEAR AND WING FLAPS AT THE SAME TIME AND THE LANDING GEAR CIRCUIT BREAKER TRIPPED. THE PLT WAS NOT AWARE THAT THE GEAR HAD NOT EXTENDED AND THE ACFT LANDED WITH THE GEAR RETRACTED.

Brief of Accident (Continued)

File No. - 1748

9/09/85

GREENFIELD, MO

A/C Reg. No. N755DD

Time (Lc1) - 1500 CDT

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

Finding(s)

1. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
2. ELECTRICAL SYSTEM - OVERLOAD
3. ELECTRICAL SYSTEM, CIRCUIT BREAKER - POPPED/TRIPPED
4. WHEELS UP LANDING - IMPROPER - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1708      10/05/85      GUILFORD,MO      A/C Reg. No. N4016F      Time (Lc1) - 1445 CDT

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2075	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	JENSON FIELD
Wind Dir/Speed- 290/007 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 267	Last 24 Hrs - 2
SE LAND	Months Since - 16	Make/Model- 267	Last 30 Days- UNK/NR
	Aircraft Type - C-172	Instrument- 5	Last 90 Days- 23
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTS THAT HE LANDED HARD, BOUNCED AND CAME DOWN ON THE NOSE GEAR. THE NOSE GEAR BROKE AND THE ACFT WENT OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 1708

10/05/85

GUILFORD,MO

A/C Reg. No. N4016F

Time (Lc1) - 1445 CDT

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

Finding(s)

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

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

Finding(s)

3. LANDING GEAR, NOSE GEAR - OVERLOAD
- 

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - 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. - 1775      11/03/85      GRANDVIEW, MO      A/C Reg. No. N7067P      Time (Lcl) - 1547 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
0  
0

Minor  
0  
0

None  
1  
0

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

Make/Model      - PIPER PA-24-180  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2550  
No. of Seats      - 4

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

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 050/002 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - 4000 FT SCATTERED  
Lowest Ceiling      - 8000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

RICHARDS-GEBAUR  
Runway Ident      - 36  
Runway Lth/Wid      - 9000/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 85  
Biennial Flight Review  
Current      - YES  
Months Since      - 17  
Aircraft Type      - PA-24

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

Total      - 7060  
Make/Model- 2700  
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-----

THIS PILOT WAS MAKING A TAKEOFF FOR A LOCAL FLIGHT IN HIS PIPER PA-24. HE STATED THAT HE WAS AIRBORNE WHEN HE RAISED THE LANDING GEAR SWITCH BUT THE AIRPLANE SETTLED BACK TO THE RUNWAY. PILOT SAID HE BECAME AIRBORNE AGAIN BUT COULD NOT GET A SAFE INDICATION. AFTER USING EMERGENCY EXTENSION, HE WAS STILL UNABLE TO GET A DOWN AND LOCKED INDICATION SO HE ELECTED AND EXECUTED A LANDING ON THE GRASS ALONGSIDE THE RUNWAY. THE GEAR COLLAPSED ON TOUCHDOWN.

Brief of Accident (Continued)

File No. - 1775

11/03/85

GRANDVIEW,MO

A/C Reg. No. N7067P

Time (Lcl) - 1547 CST

-----  
Occurrence            COMPLETE GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR RETRACTION - PREMATURE - PILOT IN COMMAND
2. LANDING GEAR - DISABLED
3. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1668      11/05/85      ORRICK, MO      A/C Reg. No. N2468F      Time (Lcl) - 1430 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
NONE

Crew  
Pass

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

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

Make/Model - PIPER PA-38-112  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 3600  
No. of Seats - 2

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 140/016 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 25000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
KANSAS CITY, MO  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 43  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	40
Make/Model-	40
Instrument-	0
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	8

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS BRIEFED TO PRACTICE STALLS, SLOW FLIGHT, 720-DEGREE TURNS AND SIMULATED FORCED LANDINGS WITH SPECIAL INSTRUCTIONS FOR THE PLT NOT TO GO BELOW 500 FT AGL ON THE SIMULATED FORCED LANDINGS. DURING ONE SIMULATED FORCED LANDING, THE PROPELLER AND THE VERTICAL TAIL STRUCK A LOWER STRAND OF A FIVE STRAND HIGH VOLTAGE POWER LINE. THE ACFT THEN STRUCK THE GROUND AND FLIPPED FORWARD TO THE INVERTED POSITION.



Brief of Accident (Continued)

File No. - 1668

11/05/85

ORRICK,MO

A/C Reg. No. N2468F

Time (Lc1) - 1430 CST

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

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - 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. - 1772      12/15/85      AURORA, MO      A/C Reg. No. N83956      Time (Lcl) - 1900 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - PIPER PA-28RT-201  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2900  
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-360-FB 1  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP  
ELT Installed/Activated - YES/NO  
Stall Warning System - YES

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

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 270/003 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  
WICHITA, KS  
Destination  
SAME AS ACC/INC

Airport Proximity  
ON AIRPORT

Airport Data

MUNICIPAL  
Runway Ident - 18  
Runway Lth/Wid - 3000/ 50  
Runway Surface - ASPHALT  
Runway Status - N/A

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 - 37  
Biennial Flight Review  
Current - YES  
Months Since - 14  
Aircraft Type - PA28200

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 288  
Last 24 Hrs - 6  
Make/Model- 12  
Instrument- 9  
Last 30 Days- UNK/NR  
Last 90 Days- 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THERE WAS PATCHES OF SNOW AND ICE ON THE RUNWAY SURFACE A SNOW ON THE SIDES AND AS HE PULLED UP THE FLAPS, THE AIRPLANE VEERED RIGHT, OFF THE RUNWAY. HE SAID THAT AFTER HE GOT THE AIRPLANE BACK ON THE RUNWAY, IT GROUND-LOOPEED TO THE LEFT AND THE RIGHT MAIN GEAR COLLAPSED INWARD.

Brief of Accident (Continued)

File No. - 1772

12/15/85

AURORA, MO

A/C Reg. No. N83956

Time (Lcl) - 1900 CST

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

Finding(s)

1. TERRAIN CONDITION - ICY
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. TERRAIN CONDITION - SNOW COVERED
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
5. LIGHT CONDITION - DARK NIGHT

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

Finding(s)

6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
7. LANDING GEAR, MAIN GEAR - OVERLOAD

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1747

8/19/85

CARLISLE, MS

A/C Reg. No. N3267N

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	1

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire Crew  
NONE Pass

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

Make/Model - PIPER PA-18S  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1500  
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 120/004 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds -

Lowest Ceiling - 18000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity  
ON AIRSTRIP

Airport Data

PRIVATE SOD STRIP

Runway Ident - N/A

Runway Lth/Wid - 1600

Runway Surface - GRASS/TURF

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 31

Biennial Flight Review

Current - YES

Months Since - 19

Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 67

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 16

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER APRX 1 HR OF LCL FLT, THE 67 HR PVT PLT RETURNED TO HIS PVT GRASS STRIP FOR LANDING. HE MADE A FULL LEFT TRAFFIC PATTERN. AT THE 180 DEG POINT, CARB HEAT WAS APPLIED AND PWR REDUCED. AFTER TURNING FINAL AND LOWERING FULL FLAPS, THE PLT ADDED THROTTLE WITH NO RESPONSE. HE APPLIED FULL THROTTLE AND THE ENG COUGHED AND QUIT. THE ACFT STRUCK THE GROUND 15 FT SHORT OF THE RWY. THE LANDING GEAR COLLAPSED AND THE CARB WAS BROKEN FROM THE ACFT.

Brief of Accident (Continued)

File No. - 1747

8/19/85

CARLISLE,MS

A/C Reg. No. N3267N

Time (Lc1) - 1900 CDT

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

Finding(s)

1. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND
3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS

Occurrence #2           LOSS OF POWER  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. FUEL SYSTEM, CARBURETOR - UNDETERMINED
5. WEATHER CONDITION - CARBURETOR ICING CONDITIONS

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

Finding(s)

6. LANDING GEAR, MAIN GEAR - OVERLOAD
7. LANDING GEAR, NOSE GEAR - OVERLOAD

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1776

11/09/85

RAYMOND, MS

A/C Reg. No. N121LR

Time (Lcl) - 1645 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - LONNIE W. RATLIFF MIDGET MUSTANEng Make/Model - CONTINENTAL C85-12F

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 869

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 85 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/007 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 12000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

RAYMOND, 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)

PRIVATE

SE LAND

Age - 45

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 344

Make/Model- UNK/NR

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- 3

Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS FORN LOCALLY AFTER THE PLT HAD 'WORKED ON' THE CARBURETOR SOME TIME LATER THE ACFT WAS SEEN MANEUVERING IN A "NOSE-UP-NOSE DWN" ATTITUDE NEAR THE ACCIDENT SITE UNTIL IT WENT INTO A SPIN. THE ACFT DISAPPEARED BEHIND TREES BEFORE WITNESSES HEARD THE SOUND OR IMPACT. THE PLT HAD ONLY RECORDED 1.5 HRS. IN THIS HOME BUILT ACFT.

Brief of Accident (Continued)

File No. - 1776

11/09/85

RAYMOND,MS

A/C Reg. No. N121LR

Time (Lcl) - 1645 CST

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

Finding(s)

1. MANEUVER - EXCESSIVE - PILOT IN COMMAND
  2. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
  3. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND
  4.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1622      6/16/85      HENDERSONVILLE, NC      A/C Reg. No. N3714R      Time (Lcl) - 1942 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  
ON GROUND

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

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

Make/Model - CESSNA 172H  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2300  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 145 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 340/005 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

Airport Proximity  
ON AIRPORT

Airport Data

HENDERSONVILLE  
Runway Ident - 14  
Runway Lth/Wid - 3100/ 40  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 20  
Biennial Flight Review  
Current - YES  
Months Since - 15  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 110  
Last 24 Hrs - UNK/NR  
Make/Model- 50  
Last 30 Days- UNK/NR  
Instrument- 7  
Last 90 Days- 2  
Multi-Eng - UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING TAKEOFF, THE ENG LOST POWER AS THE ACFT WAS CLIMBING THRU ABOUT 100 TO 125 FT AGL. HE MADE A RGT TURN BACK TOWARD THE ARPT TO LAND. HOWEVER, THE ACFT STALLED, THEN IMPACTED IN A PARKING LOT NEAR THE DEPARTURE END OF THE RWY & BURNED. NO PREIMPACT PART FAILURE WAS VERIFIED DURING THE INVESTIGATION. ALTHOUGH THE PLT & WITNESSES REPORTED A POWER LOSS, TORSIONAL DAMAGE TO THE PROP WAS NOTED & PROP STRIKE MARKS WERE FOUND AT THE INITIAL IMPACT POINT. THE CARBURETOR HAD SEPARATED FROM THE ENG DURING IMPACT & WAS FOUND OUTSIDE THE FIRE AREA, BUT IT WAS CLOSE ENOUGH TO THE FIRE TO RESULT IN BURN DAMAGE TO THE AIR FILTER. THERE WAS EVIDENCE OF FIRE IN THE CARBURETOR THROAT INDICATING PSBL PREIMPACT DAMAGE. HOWEVER, THERE WERE VENT HOLES IN THE FLOAT CHAMBER WHERE RESIDUAL FUEL COULD HAVE ESCAPED & FED A POST CRASH FIRE.



Brief of Accident (Continued)

File No. - 1622

6/16/85

HENDERSONVILLE, NC

A/C Reg. No. N3714R

Time (Lc1) - 1942 EDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)  
1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (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. - 1724      6/28/85      CHARLOTTE, NC      A/C Reg. No. N542TW      Time (Lcl) - 0148 EDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-ATLANTA AIR SERVICE	DESTROYED					
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	Fatal	1	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	1	0	0	0
Accident Occurred During	-APPROACH						

-----Aircraft Information-----

Make/Model	- PIPER PA-42	Eng Make/Model	- P&W PT6A-41	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 11200	Engine Type	- TURBOPROP		
No. of Seats	- 2	Rated Power	- 720 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NWS	Last Departure Point		ON AIRPORT	
Method	- TELEPHONE	TETERBORY, NJ			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		CHARLOTTE DOUGLAS INT'L	
Wind Dir/Speed	- 150/007 KTS			Runway Ident	- 36R
Visibility	- 10.0 SM	ATC/Airspace		Runway Lth/Wid	- 7845/ 150
Lowest Sky/Clouds	-	Type of Flight Plan	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 5500 FT BROKEN	Type of Clearance	- IFR	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN		
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

-----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 - 9000	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 1	Make/Model - 1000	Last 30 Days - UNK/NR
	Aircraft Type - PA-31	Instrument - 800	Last 90 Days - UNK/NR
		Multi-Eng - 5500	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A TREE AND A POLE SHORT OF THE RWY DURING A NIGHT VFR APPROACH TO LAND. THE PLT CHANGED FROM RWY 18 TO 36 DURING THE APPROACH. HE WAS SEEN LOW & FAST ON DWNWIND WHICH ENDED IN A STEEP DESCENDING TURN TO GROUND CONTACT. THE TWR HAD OVERIED THE PLT DURING THE INITIAL APPROACH BECAUSE OF HIS SPEED AND HIGH ALTITUDE. THE PLT REPLIED THAT HE WOULD BE DOWN AND REQUESTED A CHANGE OF RWY. THE WIND WAS REPORTED AS FROM 150 DEGREES AT 7 KTS.

Brief of Accident (Continued)

File No. - 1724

6/28/85

CHARLOTTE, NC

A/C Reg. No. N542TW

Time (Lcl) - 0148 EDT

Occurrence #1      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. OBJECT - UTILITY POLE
5. VFR PROCEDURES - POOR - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, OSTENTATIOUS DISPLAY - PILOT IN COMMAND
7. PLANNED APPROACH - POOR - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
9. JUDGEMENT - POOR - PILOT IN COMMAND
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OSTENTATIOUS DISPLAY - PILOT IN COMMAND
11. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
12. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
13. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
14. IMPROPER DECISION, OSTENTATIOUS DISPLAY - PILOT IN COMMAND
15. MANEUVER - IMPROPER - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6,7,8,9,10,11,12,13,14,15

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. - 1746

7/13/85

FRANKLIN, NC

A/C Reg. No. N779VM

Time (Lc1) - 1630 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91	Crew 0	0	0	1
Accident Occurred During	-LANDING	Pass 0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-28-180  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2400  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 180/010 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - 4000 FT SCATTERED  
Lowest Ceiling - 10000 FT BROKEN  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
HUNTSVILLE, AL  
Destination  
NORFOLK, VA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 55  
Biennial Flight Review  
Current - YES  
Months Since - 6  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 646	Last 24 Hrs	- 2
Make/Model-	122	Last 30 Days-	UNK/NR
Instrument-	75	Last 90 Days-	40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE IN CRUISE FLT ENG RPM DECREASED. PLT ACTIONS TO RECOVER RPM WERE UNSUCCESSFUL AND ENG EVENTUALLY QUIT. A FORCED LANDING WAS MADE TO AN EMPTY FLD. ON ROLL OUT THE ACFT HIT A CONCEALED DITCH RESULTING IN SUBSTANTIAL DAMAGE. LATER, EXMINATION OF THE ENG SHOWED THAT THE #3 EXHAUST VALVE HAD SEIZED IN A PARTIALLY OPEN POSITION AND THE CORRESPONDING PUSHROD WAS BROKEN. THERE WAS EVIDENCE THAT THE VALVE HAD NOT BEEN SEATED FOR SOME TIME WITH CARBON BUILDUP ON THE VALVE AND VALVE SEAT.

Brief of Accident (Continued)

File No. - 1746

7/13/85

FRANKLIN, NC

A/C Reg. No. N779VM

Time (Lcl) - 1630 EDT

-----  
Occurrence #1       LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation   CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, VALVE - BINDING(MECHANICAL)
  2. ENGINE ASSEMBLY, PUSH ROD - FAILURE, 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 - HIGH OBSTRUCTION(S)
  4. TERRAIN CONDITION - HIGH VEGETATION
  5. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
  6. UNSUITABLE TERRAIN - INADVERTENT USE - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1742      8/07/85      LEXINGTON, NC      A/C Reg. No. N48005      Time (Lcl) - 1700 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	Serious 0	Minor 0	None 1	
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0	
Accident Occurred During - TAKEOFF						

-----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 - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 115 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LEXINGTON
Wind Dir/Speed- 180/007 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3300/ 65
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 5000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 40
	Months Since - N/A	Make/Model- 40
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PILOT WAS ON SOLO FLIGHT. HE STATED THAT ANOTHER ACFT CALLED ON FINAL AS HE WAS ON RUNWAY FOR TAKEOFF . UNSURE OF ACTION TO TAKE SINCE TAXIWAY BEHIND HIM WAS BLOCKED, HE RUSHED TAKEOFF. A SOFT FIELD TAKEOFF WAS ATTEMPTED. NOSE WAS RAISED, TAIL DRAGGED RUNWAY, STUDENT LOST DIRECTIONAL CONTROL AND ACFT VEERED OFF RUNWAY TO LEFT. WITNESSES REPORTED 5-7 KT LEFT CROSSWIND.

Brief of Accident (Continued)

File No. - 1742

8/07/85

LEXINGTON, NC

A/C Reg. No. N48005

Time (Lc1) - 1700 EDT

Occurrence #1      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, ANXIETY/APPREHENSION - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1783      11/18/85      JACKSONVILLE, NC      A/C Reg. No. N45363      Time (Lcl) - 1700 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 - TAKEOFF

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 150M  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1500  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 110 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 5.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
JACKSONVILLE, NC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

SKY MANOR  
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 - 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 - 27	Last 24 Hrs - 1
Make/Model- 27	Last 30 Days- UNK/NR
Instrument- 1	Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TAKEOFF PHASE OF A TOUCH & GO LANDING THE STUDENT PLT LOST DIRECTIONAL CONTROL OF THE ACFT AND RAN OFF THE SIDE OF THE RWY. THE STUDENT PLT WAS ON HIS THIRD SOLO TRAINING FLIGHT.



Brief of Accident (Continued)

File No. - 1783

11/18/85

JACKSONVILLE, NC

A/C Reg. No. N45363

Time (Lc1) - 1700 EST

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. OBJECT - TREE(S)
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, TOTAL - 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) 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. - 1740      8/21/85      ROCKLAKE,ND      A/C Reg. No. CGZSQ      Time (Lcl) - 1150 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GIMLI, MANITOBA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GIMLI MANTOBA	Runway Ident - N/A
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Surface - GRAVEL
Lowest Sky/Clouds - PART OBS	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- HAZE		
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)
STUDENT	Current - N/A	Total - 45
	Months Since - N/A	Make/Model- 45
	Aircraft Type - N/A	Instrument- UNK/NR
		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 STUDENT PLT GOT LOST DURING HER 1ST SOLO X-COUNTRY FLT. SHE SUBSEQUENTLY ATTEMPTED A LNG ON A GRAVEL ROAD BUT SWERVED THE A/C OFF THE ROAD TO AVOID AN ONCOMING CAR & THE A/C RECEIVED SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1740

8/21/85

ROCKLAKE,ND

A/C Reg. No. CGZSQ

Time (Lcl) - 1150 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
3. WEATHER CONDITION - HAZE
4. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - DIRT BANK
6. OBJECT - VEHICLE

Occurrence #3 NOSE OVER  
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1726      9/11/85      HOSKINS, NE      A/C Reg. No. N15970      Time (Lcl) - 0830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
Type of Operation	-AERIAL OBSERVATION	DESTROYED		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew	1	0	0	0
Accident Occurred During	-MANEUVERING	NONE	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-28-180	Eng Make/Model	- LYCOMING O-360-A4A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2450	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	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	O'NEILL, NE	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- UNK/NR	SIoux CITY, IA	
Wind Dir/Speed	- 130/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 4.000 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- N/A
Lowest Ceiling	- 600 FT OVERCAST	Type Apch/Lndg	- N/A
Obstructions to Vision	- FOG		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - NO	Total	- 2677
SE LAND, ME LAND	Months Since - 2	Make/Model	- 273
	Aircraft Type - C-172	Instrument	- 210
		Multi-Eng	- 35
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THIS ACCIDENT OCCURRED ON A TELEPHONE CABLE PATRL FLT. THE ACFT WOULD NORMALLY FLY ALONG THE ROUTE OF THE BURIED CABLE AT 200 TO 300 FT AGL. WHEN CONSTRUCTION ACTIVITY WAS SIGHTED THE PLT WOULD FIRST RECORD THE SIGHTING ON A PORTABLE TAPE RECORDER AND THEN CALL THE TELEPHONE COMPANY ON A RADIO/TELEPHONE. THE CONTROL HEAD FOR THE RADIO/TELEPHONE OCCUPIED THE PLACE OF THE REMOVED RIGHT, REAR SEAT. WITNESSES SAID THE ACFT CIRCLED TWICE IN THE VICINITY OF THE ACCIDENT SITE BEFORE THE CRASH. THEY SAID THERE WERE LOW CLOUDS WITH HAZE BUT GOOD VISIBILITY BELOW THE CLOUDS. THE ACFT IMPACTED IN A SHALLOW LEFT BANK IN A SLIGHTLY NOSE LOW ATTITUDE. A MESSAGE ON A TAPE RECORDER FOUND IN THE WRECKAGE DESCRIBED CONSTRUCTION ACTIVITY NEAR THE CABLE IN AN AREA ONE MI W OF THE ACCIDENT SITE. TELEPHONE COMPANY PERSONNEL SAID THAT THEY DID NOT RECEIVE A REPORT FROM THE PLT.

Brief of Accident (Continued)

File No. - 1726

9/11/85

HOSKINS,NE

A/C Reg. No. N15970

Time (Lc1) - 0830 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1774

10/25/85

OGALLALA, NE

A/C Reg. No. N467AC

Time (Lcl) - 1230 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - BELLANCA 7AC  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1220  
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-8  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 65 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 200/022 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  
OGALLALA, NE  
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

SEARLE  
Runway Ident - 26  
Runway Lth/Wid - 4500/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 25

Biennial Flight Review

Current - YES  
Months Since - 19  
Aircraft Type - PA38112

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 168	Last 24 Hrs	- UNK/NR
Make/Model-	47	Last 30 Days-	UNK/NR
Instrument-	5	Last 90 Days-	10

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PRACTICING TOUCH AND GO LANDINGS THE PLT RPTD THAT DURING THE LANDING ROLL THE LEFT BRAKE LOCKED. THE PLT APPLIED OPPOSITE RUDDER, BUT THE ACFT VEERED OFF THE LEFT SIDE OF THE RWY UNTIL STRIKING A DITCH WHICH COLLAPSED THE GEAR. INSPECTION OF THE GEAR AND BRAKES DID NOT REVEAL ANY MALFUNCTION.

Brief of Accident (Continued)

File No. - 1774

10/25/85

OGALLALA, NE

A/C Reg. No. N467AC

Time (Lc1) - 1230 CDT

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DITCH
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1710

1/01/85

HOPKINTON,NH

A/C Reg. No. N47364

Time (Lcl) - 1315 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	0	1	0	0
Pass	0	1	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-34-200T  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 4750  
No. of Seats - 6

Eng Make/Model - LYCOMING TS10-360  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - IMC  
Wind Dir/Speed- CALM  
Visibility - 3.000 SM  
Lowest Sky/Clouds - 800 FT  
Lowest Ceiling - OVERCAST  
Obstructions to Vision- UNK/NR  
Precipitation - FREEZING RAIN  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
CROSS KEYS,NJ  
Destination  
LEBANON,NH

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - ILS-COMPLETE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

LEBANON, NH  
Runway Ident - 07  
Runway Lth/Wid - 5495/ 150  
Runway Surface - ASPHALT  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP  
SE LAND,ME LAND

Age - 35

Biennial Flight Review

Current - YES  
Months Since - 1  
Aircraft Type - 500

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 6000	Last 24 Hrs	- UNK/NR
Make/Model	- 1500	Last 30 Days	- UNK/NR
Instrument	- 1150	Last 90 Days	- UNK/NR
Multi-Eng	- 2500	Rotorcraft	- 800

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A TREE DURING AN ILS APPROACH IN IMC WX. THE ACFT WAS ON A X-CTY FLT AND THE PLT DECLARED A MISSED APPROACH AT THIS PT BUT DID NOT ACKNOWLEDGE HITTING THE TREE. WHEN THE RT ENG QUIT AND DIRECTIONAL CONTROL COULD NOT BE MAINTAINED THE PLT ELECTED TO MAKE A POWER OFF LANDING OFF ARPT IN AN OPEN AREA. MORE TREE COLLISIONS OCCURRED DURING LNDG AND A HARD TOUCHDOWN WAS MADE ON ROLLING TERRAIN. NO MECHANICAL DISCREPANCIES WERE FOUND ON THE ACFT. THE PLT HAD ACCEPTED THE ACFT WITH THE LEFT ALTERNATOR REMOVED FOR REPAIRS. THE PURPOSE OF THE FLT WAS TO TRANSPORT THE PLTS MOTHER TO HER HOME IN NH. THE ILS APPROACH HAD BEEN ATTEMPTED AT LEBANON, NH.



Brief of Accident (Continued)

File No. - 1710

1/01/85

HOPKINTON, NH

A/C Reg. No. N47364

Time (Lc1) - 1315 EST

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. OBJECT - TREE(S)
  2. PLANNED APPROACH - NOT FOLLOWED - PILOT IN COMMAND
  3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
  5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - IMPROPER - PILOT IN COMMAND
  6. WEATHER CONDITION - LOW CEILING
- 

Occurrence #2        LOSS OF POWER  
Phase of Operation    MANEUVERING

Finding(s)

7. COMMUNICATIONS - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #3        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #4        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1713      2/01/85      WHITEFIELD,NH      A/C Reg. No. N27522      Time (Lcl) - 2025 EST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-LADCO, INC.	DESTROYED					
Type of Operation	-NON SCHED,INTL,PASSENGER	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 135	NONE	Pass	2	0	0	0
Accident Occurred During	-LANDING			2	0	1	0

-----Aircraft Information-----

Make/Model	- PIPER PA-31-350	Eng Make/Model	- LYCOMING LIO-540-52BD	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 7000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 9	Rated Power	- 350 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	BURLINGTON,VT	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	WHITEFIELD,NH	WHITEFIELD
Wind Dir/Speed-	ATC/Airspace	Runway Ident - 10
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3500/ 75
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 2000 FT OVERCAST	Type Apch/Lndg - ADF/NDB	Runway Status - SNOW - DRY
Obstructions to Vision- NONE		
Precipitation - SNOW		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - UNK/NR
SE LAND,ME LAND	Months Since - 0	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED AFTER EXECUTING A MISSED APPROACH AT WHITEFIELD DURING IMC WX. THE ACFT WAS SEEN AT 300-400 FT AGL DURING SOME PART OF THE MANEUVERING NEAR THE ARPT. THE ACFT SEEMED TO BE HEADING FOR THE ARPT WHEN LAST SEEN BY GROUND OBSERVERS. THE ONLY INDICATION OF TROUBLE WAS THE LOW ALT. OF FLT. THE ACFT CRASHED AT THE 2800 FT LEVEL OF TWIN MT ON A HDG OF 120 DEG AT 2035 HRS. IT WAS LAST SEEN ABOUT 2015 HOURS. NO FUEL WAS FOUND IN THE ENG FUEL DIVIDERS OR FUEL LINES. THE INBOARD TANKS WERE MORE THAN HALF FULL OF FUEL. NORMAL OPERATION CALLS FOR TAKEOFF, CLIMB & DESCENT ON THE INBOARD TANKS. THE OUTBOARD TANKS ARE USED FOR NON-MANEUVERING FLT DURING CRUISE.

Brief of Accident (Continued)

File No. - 1713

2/01/85

WHITEFIELD,NH

A/C Reg. No. N27522

Time (Lc1) - 2025 EST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. FLUID,FUEL - STARVATION
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
4. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

5. WEATHER CONDITION - LOW CEILING

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

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. - 1709      7/21/85      MOULTONBORO,NH      A/C Reg. No. N4810M      Time (Lcl) - 1105 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -APPROACH

Aircraft Damage  
DESTROYED

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor  
1      0  
2      0

None  
0  
0

-----Aircraft Information-----

Make/Model      - PIPER PA-11  
Landing Gear      - FLOAT  
Max Gross Wt      - 1350  
No. of Seats      - 2

Eng Make/Model      - CONTINENTAL C-90-12F  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 90 HP

ELT Installed/Activated      - NO -N/A  
Stall Warning System      - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed      - 330/006 KTS  
Visibility      - 70.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision      - NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND,SE SEA

Age      - 40  
Biennial Flight Review  
Current      - YES  
Months Since      - 2  
Aircraft Type      - UNK/NR

Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 675      Last 24 Hrs      - UNK/NR  
Make/Model      - 36      Last 30 Days      - UNK/NR  
Instrument      - 12      Last 90 Days      - 36

Instrument Rating(s)      - NONE

-----Narrative-----

THE 65 HP ACFT TOOK OFF FROM A COVE AND DURING A TURN AT ABOUT 150 FT AGL THE ACFT NOSED DWN AFTER ROLLING RT. THE ACFT STRUCK THE WATER IN A STEEP NOSE DOWN ATTITUDE. ACCORDING TO WITNESSES, THE ENG WAS RUNNING NORMALLY DURING THE CLIMB AND DESCENT. NO MECHANICAL DISCREPANCIES WERE NOTED. ONE WITNESS SAID HE HAD ALMOST REPORTED THE PLT FOR LOW FLYING AND TREE TOP MANEUVERS ON PREVIOUS FLTS IN THE AREA.

Brief of Accident (Continued)

File No. - 1709

7/21/85

MOULTONBORO,NH

A/C Reg. No. N4810M

Time (Lc1) - 1105 EDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. MANEUVER - IMPROPER - PILOT IN COMMAND
3. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. STALL - UNCONTROLLED - PILOT IN COMMAND
6.      IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - WATER,GLASSY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1794      10/07/85      NEWPORT, NH      A/C Reg. No. N77110      Time (Lcl) - 1740 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage								
	SUBSTANTIAL	Fatal	0	Serious	0	Minor	0	None	1
Type of Operation - PERSONAL	Fire	Crew	0	0	0	0	0	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	0	0	0	0
Accident Occurred During - TAKEOFF									

-----Aircraft Information-----

Make/Model - CESSNA 140	Eng Make/Model - CONTINENTAL C-85	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SPRINGFIELD, VT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	NEWPORT-PARLIN, NH	PARLIN
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 18
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2800/ 48
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	GO AROUND	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 104	Last 24 Hrs - 0
SE LAND	Months Since - 2	Make/Model- 104	Last 30 Days- UNK/NR
	Aircraft Type - C-140	Instrument- 2	Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

ACFT COLLIDED WITH TREES WHILE EXECUTING A GO-AROUND. THE ACFT LOST POWER, THE PLT LOWERED THE NOSE IN AN ATTEMPT TO RESTART THE ENG WHILE TURNING RIGHT IN AN EFFORT TO RETURN TO THE RWY. THE ACFT STALLED AND COLLIDED WITH TREES.

Brief of Accident (Continued)

File No. - 1794

10/07/85

NEWPORT,NH

A/C Reg. No. N77110

Time (Lc1) - 1740 EDT

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

1. FUEL SYSTEM,CARBURETOR - STARVATION
  2. STALL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

3. STALL - NOT CORRECTED - 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. - 1734      8/11/85      LAKEWOOD,NJ      A/C Reg. No. N6317J      Time (Lcl) - 1530 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	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - PIPER PA-28-180  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2400  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-360-A4A  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 180 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 140/004 KTS

Visibility      - 7.0 SM

Lowest Sky/Clouds      - 3000 FT SCATTERED

Lowest Ceiling      - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

LAKEWOOD,NJ

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A

Runway Lth/Wid      - N/A

Runway Surface      - DIRT

Runway Status      - HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 59

Biennial Flight Review

Current      - YES

Months Since      - 3

Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 810

Make/Model- 810

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 6

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE RETURNING TO LAKEWOOD AIRPORT,, POWER WAS LOST SUDDENLY. THE PILOT ELECTED TO LAND IN A STAND OF PINE AND OAK TREES INSTEAD OF LANDING ON A BUSY HIGHWAY. THE PILOT DECIDED THAT THE DISTANCE WAS TOO GREAT FOR A GLIDE TO THE AIRPORT. A POST CRASH INSPECTION OF THE ENGINE DID NOT REVEAL ANY CONDITIONS THAT WOULD HAVE CONTRIBUTED TO THE LOSS OF POWER.



Brief of Accident (Continued)

File No. - 1734

8/11/85

LAKEWOOD,NJ

A/C Reg. No. N6317J

Time (Lcl) - 1530 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation CRUISE - NORMAL

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS

2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. OBJECT - TREE(S)

Occurrence #3 HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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. - 1797      10/17/85      LINDEN, NJ      A/C Reg. No. N5691Y      Time (Lcl) - 1125 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 - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - HOVER

Fire  
NONE

-----Aircraft Information-----

Make/Model - ENSTROM F-28C  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2350  
No. of Seats - 3

Eng Make/Model - LYCOMING HIO-360-E1AD  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 205 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 045/010 KTS  
Visibility - 5.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
RIDGEFIELD PARK, NJ  
Destination  
LINDEN, NJ

Airport Proximity  
ON AIRPORT

Airport Data

LINDEN  
Runway Ident - 09  
Runway Lth/Wid - 4139/ 75  
Runway Surface - GRASS/TURF  
Runway Status - HIGH VEGETATION

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - SIMULATED FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 39

Biennial Flight Review

Current - UNK/NR  
Months Since - 0  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	131	Last 24 Hrs	-	4
Make/Model-	27		Last 30 Days-	UNK/NR	
Instrument-	3		Last 90 Days-	26	
			Rotorcraft	-	27

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER EXPERIENCED A ROLL-OVER DURING A PRACTICE HOVER AUTOROTATION. THE ACC OCCURRED WHEN THE ACFT STARTED MOVING BACKWARDS DURING THE HOVER. THE LEFT SKID DUG INTO THE DIRT WHICH PITCHED THE ACFT NOSE UP & ROLLED IT OVER TO THE LEFT.

Brief of Accident (Continued)

File No. - 1797

10/17/85

LINDEN, NJ

A/C Reg. No. N5691Y

Time (Lcl) - 1125 EDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    HOVER

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND
  3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
- 

Occurrence #2        DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation    HOVER

-----

Occurrence #3        ROLL OVER  
Phase of Operation    HOVER

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1790      10/20/85      TETERBORO,NJ      A/C Reg. No. N43794      Time (Lc1) - 1033 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -CRUISE					

-----Aircraft Information-----

Make/Model - PIPER PA-28R-201T	Eng Make/Model - CONTINENTAL TSIO360FBI	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	WHITE PLAINS,NY	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	TETERBORO,NJ	Runway Ident - N/A
Wind Dir/Speed- 010/009 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 1400 FT THIN BKN	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 2500 FT BROKEN	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 542
SE LAND	Months Since - 18	Last 24 Hrs - 0
	Aircraft Type - C172	Make/Model- 435
		Instrument- 105
		Last 30 Days- 10
		Last 90 Days- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A LARGE BIRD WHILE IN CRUISE FLT. THE LEADING EDGE OF THE RY WING WAS DAMAGED. THE ACFT WAS LANDED WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 1790

10/20/85

TETERBORO,NJ

A/C Reg. No. N43794

Time (Lcl) - 1033 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. OBJECT - BIRD(S)
2. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
3. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN(STANDARD/REQUIREMENT), VISUAL RESTRICTION BY EQUIP/STRUCT - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1739

6/22/85

DEMING,NM

A/C Reg. No. N5337

Time (Lc1) - 0830 MDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 4500

No. of Seats - 1

Eng Make/Model - P&W R-985-AN1

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 450 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 230/006 KTS

Visibility - 60.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

DEMING,NM

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - GRASS/TURF

Runway Status - HIGH VEGETATION

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 52

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1474

Make/Model- 1474

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 10

Last 30 Days- UNK/NR

Last 90 Days- 150

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TOLD FAA HE WAS SPRAYING A COTTON FIELD AND WAS TURNING AROUND FROM A SWATH RUN WHEN THE PROPELLER FEATHERED. THE PLT TOLD NTSB THAT THE ACFT "PITCHED UPWARD AND LOST POWER." ACFT TYPE CERTIFICATE SHOWS THAT A HAMILTON STANDARD PROPELLER M/N 2D30/6101A-12-13-14 IS INSTALLED. PROPELLER REMOVED FROM ACFT WAS A HARTZELL M/N HCB3W30-2B, AN UNAPPROVED INSTALLATION. PROP DISASSEMBLY REVEALED A SPACER HAD BEEN PLACED IN RING ASSEMBLY, MAKING IT IMPOSSIBLE FOR PROP TO FEATHER. BLADE CLAMPS INSIDE PROP HUB WEE BROKEN. NO. 1 BLADE WAS IN FEATHERED POSITION, NO. 2 BLADE WAS NEAR FEATHER, AND NO. 3 BLADE WAS PAST FEATHER. THERE WAS NO EVIDENCE OF AN OIL LOSS OR PROP GOVERNOR FAILURE/MALFUNCTION.

Brief of Accident (Continued)

File No. - 1739

6/22/85

DEMING,NM

A/C Reg. No. N5337

Time (Lcl) - 0830 MDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. PROPELLER GOVERNOR CONTROL - FAILURE,TOTAL
2. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. PROPELLER SYSTEM/ACCESSORIES - IMPROPER

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. LOAD JETTISON - PERFORMED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT  
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DIRT BANK
6. 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) 1,2,3

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. - 1757      6/06/85      LAS VEGAS,NV      A/C Reg. No. N69236      Time (Lcl) - 0649 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -INSTRUCTIONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During    -TAKEOFF

Aircraft Damage  
SUBSTANTIAL

Fire                          NONE  
Crew                          Pass

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

-----Aircraft Information-----

Make/Model    - CESSNA 150  
Landing Gear   - TRICYCLE-FIXED  
Max Gross Wt   - 1670  
No. of Seats   - 2

Eng Make/Model - LYCOMING O-235-L2C  
Number Engines - 1  
Engine Type    - RECIP-FUEL INJECTED  
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 - 250/005 KTS  
Visibility      - 75.0    SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling   - NONE  
Obstructions to Vision- NONE  
Precipitation    - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
LAS VEGAS,NV  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance   - NONE  
Type Apch/Lndg      - TOUCH AND GO

Airport Proximity  
ON AIRPORT

Airport Data

NORTH LAS VEGAS AIR  
Runway Ident    - 07  
Runway Lth/Wid - 5005/ 100  
Runway Surface   - ASPHALT  
Runway Status    - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
STUDENT

Age - 36  
Biennial Flight Review  
Current        - N/A  
Months Since   - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 10	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-----

LOSS OF DIRECTIONAL CONTROL OCCURRED DURING THE STUDENT PILOT'S SECOND ATTEMPTED TOUCH AND GO. THE AIRCRAFT VEERED  
LET, STRUCK A BERM WITH THE NOSEWHEEL AND THEN NOSED OVER. FAA INSPECTORS ATTEMPTED TO PHYSICALLY CHECK  
FLIGHT CONTROLS BUT MOVEMENT WAS LIMITED DUE TO IMPACT DAMAGE.



Brief of Accident (Continued)

File No. - 1757

6/06/85

LAS VEGAS,NV

A/C Reg. No. N69236

Time (Lc1) - 0649 PDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2      NOSE OVER  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

4. TERRAIN CONDITION - DIRT BANK

Occurrence #3      NOSE OVER  
Phase of Operation      TAKEOFF - GROUND RUN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1731      7/30/85      LAS VEGAS,NV      A/C Reg. No. N15ES      Time (Lcl) - 0645 PDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-NEW MEXICO FLYING SERVICE	DESTROYED					
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	0	0	1	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA T210-L	Eng Make/Model	- CONTINENTAL TS10-520-H	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 285 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ALBUQUERQUE,NM	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LAS VEGAS,NV	NONE
Wind Dir/Speed- 180/017 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 75.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR FLIGHT FOLLOWING	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 964
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 141
	Aircraft Type - UNK/NR	Instrument- 72
		Multi-Eng - 174
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 276
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT FAILED TO INSURE THAT ADEQUATE FUEL WAS AVAILABLE FOR THE FLIGHT. A VISUAL INSPECTION OF THE FUEL IN THE FUEL TANKS WAS NOT DONE. TO MAKE MATTERS WORSE LANDING WAS ACCOMPLISHED WITH GEAR DOWN AND FLAPS UP-CONTRARY TO THE RECOMMENDED PROCEDURE FOR FORCED LANDING ONTO ROUGH TERRAIN AS RECOMMENDED IN THE PILOT'S OPERATING HANDBOOK. THE PILOT ALSO LANDED WITH A MODERATE TAILWIND INCREASING HIS GROUND SPEED BY AT LEAST 10 KNOTS.

Brief of Accident (Continued)

File No. - 1731

7/30/85

LAS VEGAS,NV

A/C Reg. No. N15ES

Time (Lcl) - 0645 PDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
4. FUEL SUPPLY - NOT IDENTIFIED - PILOT IN COMMAND

Occurrence #2      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
6. COMPENSATION FOR WIND CONDITIONS - NOT SELECTED - PILOT IN COMMAND
7. TERRAIN CONDITION - DOWNHILL
8. LOWERING OF FLAPS - NOT SELECTED - PILOT IN COMMAND
9. WEATHER CONDITION - TAILWIND
10. GEAR RETRACTION - NOT SELECTED - PILOT IN COMMAND
11. FLARE - NOT ATTAINED - PILOT IN COMMAND

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

12. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,6,11

Factor(s) relating to this accident is/are finding(s) 1,5,7,8,9,10,12

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1671

9/21/85

WINNEMUCCA,NV

A/C Reg. No. N1930C

Time (Lc1) - 1410 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 - TAKEOFF

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 170B  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2200  
No. of Seats - 4

Eng Make/Model - FRANKLIN D-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 - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC

Wind Dir/Speed- 300/015 KTS  
Visibility - 50.0 SM  
Lowest Sky/Clouds - 12000 FT  
Lowest Ceiling - 12000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
REEDLEY,CA

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

WINNEMUCCA MUNICIPAL  
Runway Ident - 02  
Runway Lth/Wid - 5000/ 120  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND,ME LAND

Age - 50  
Biennial Flight Review  
Current - YES  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	340	Last 24 Hrs -	5
Make/Model-	326		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	6
Multi-Eng -	24			

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ATTEMPTING TO DEPART RWY 02 AND THE WIND WAS FROM 300 DEGS AT 15 KTS GUSTING TO 20 KTS. DIRECTIONAL CONTROL OF THE ACFT WAS NOT MAINTAINED AND IT VEERED OFF THE SIDE OF THE RWY DURING THE TAKEOFF GROUND RUN.

Brief of Accident (Continued)

File No. - 1671

9/21/85

WINNEMUCCA,NV

A/C Reg. No. N1930C

Time (Lcl) - 1410 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. WEATHER EVALUATION - POOR - PILOT IN COMMAND
5. COMPENSATION FOR WIND CONDITIONS - NOT USED - PILOT IN COMMAND
6. ABORTED TAKEOFF - NOT SELECTED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1786      10/01/85      WINNEMUCCA,NV      A/C Reg. No. N53432      Time (Lcl) - 0745 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF						

-----Aircraft Information-----

Make/Model - CESSNA 172P	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 - 2500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	WINNEMUCCA,NV	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	WINNEMUCCA MUNICIPAL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 20
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 14
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 14
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

DIRECTIONAL CONTROL WAS LOST DURING TAKEOFF ROLL DUE TO A FLAT NOSE WHEEL TIRE. THE AIRCRAFT CONTINUED TO VEER TO THE LEFT OF THE RUNWAY DESPITE THE STUDENT PILOTS ATTEMPTS TO CORRECT TO THE RIGHT. THE AIRCRAFT DEPARTED THE RUNWAY WHERE IT NOSED OVER.

Brief of Accident (Continued)

File No. - 1786

10/01/85

WINNEMUCCA,NV

A/C Reg. No. N53432

Time (Lc1) - 0745 PDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR,TIRE - PRESSURE TOO LOW
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,TOTAL - PILOT IN COMMAND

Occurrence #2      NOSE OVER  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

6. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1718

6/23/85

CORTLAND, NY

A/C Reg. No. N4328G

Time (Lc1) - 1615 EDT

-----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	2	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - TAXI

Fire  
NONE

-----Aircraft Information-----

Make/Model - MCCULLOCH AIRCRAFT CORP, J-2	Eng Make/Model - LYCOMING O-360-A20	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 180 HP		

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed-  
Visibility - UNK/NR  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - 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  
ON AIRPORT

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

GYROPLANE

Age - 35

Biennial Flight Review

Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 143	Last 24 Hrs - 1
Make/Model- 18	Last 30 Days- UNK/NR
Instrument- 4	Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT, THE ROTOR BLADE CONTACTED THE TAIL RUDDERS BECAUSE OF INSUFFICIENT ROTOR SPEED. THE ROTOR BLADES WERE THROWN OUT OF TRACK AND THE GYROPLANE LOST CONTROL. THE INSUFFICIENT ROTOR RPM WAS DUE TO A ROTOR OR PULLEY BELT STRIPPING.



Brief of Accident (Continued)

File No. - 1718

6/23/85

CORTLAND, NY

A/C Reg. No. N4328G

Time (Lc1) - 1615 EDT

-----  
Occurrence #1      PROPELLER/ROTOR CONTACT  
Phase of Operation      TAXI - TO TAKEOFF

Finding(s)

1. ROTOR DRIVE SYSTEM, MAIN ROTOR DRIVE BELT - UNDETERMINED
  2. ADEQUATE ROTOR RPM - NOT OBTAINED - PILOT IN COMMAND
  3. ENGINE INSTRUMENT - INACCURATE - PILOT IN COMMAND
- 

Occurrence #2      ROLL OVER  
Phase of Operation      TAXI - TO TAKEOFF

Finding(s)

4. ROTOR SYSTEM, MAIN ROTOR BLADE - DISABLED
  5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1719      8/13/85      CARTHAGE, NY      A/C Reg. No. N2661K      Time (Lc1) - 1250 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During -DESCENT			0	0	0

-----Aircraft Information-----

Make/Model - LUSCOMBE 8E	Eng Make/Model - CONTINENTAL C-85-12	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 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	WATERTOWN, NY	CARTHAGE
Wind Dir/Speed- 190/010 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500
Lowest Sky/Clouds - 20000 FT	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 20000 FT OVERCAST	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
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)
COMMERCIAL, CFI	Current - YES	Total - 1453
SE LAND, SE SEA	Months Since - 1	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 278
		Last 30 Days- UNK/NR
		Instrument- 12
		Last 90 Days- 12
		Multi-Eng - 3
		Rotorcraft - 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PILOT, WHILE CLIMBING TO CRUISE, THE ENGINE BEGAN TO RUN ROUGH; HOWEVER IT DID NOT QUIT. THE PILOT DECIDED TO RETURN TO THE FIELD FOR A PRECAUTIONARY LANDING. WHILE TURNING ONTO FINAL APPROACH, THE ENGINE QUIT AND THE PILOT ATTEMPTED TO GLIDE TO THE RUNWAY. THE ALTITUDE WAS INSUFFICIENT TO CLEAR THE HIGH VEGETATION ON THE APPROACH END OF THE RUNWAY AND THE AIRCRAFT COLLIDED WITH IT. THE AIRCRAFT THEN CONTACTED THE RUNWAY IN A NOSE DOWN ATTITUDE AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1719

8/13/85

CARTHAGE,NY

A/C Reg. No. N2661K

Time (Lcl) - 1250 EDT

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CLIMB - TO CRUISE

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED
2. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION
4. PROPER DESCENT RATE - NOT POSSIBLE - PILOT IN COMMAND
5. TERRAIN CONDITION - RUNWAY
6. CLEARANCE - INADEQUATE - PILOT IN COMMAND

Occurrence #3      NOSE OVER  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

7. FLARE - NOT POSSIBLE - PILOT IN COMMAND
8. PROPER DESCENT RATE - UNCONTROLLED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,8

Factor(s) relating to this accident is/are finding(s) 2,3,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1675      8/28/85      CENTRAL SQUARE,NY      A/C Reg. No. N4252J      Time (Lcl) - 1016 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	1	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/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	MASSENA,NY	SYRACUSE SUBURBAN
Wind Dir/Speed- 240/012 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 45
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 136
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 2
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THE ACFT WOULD NOT CLIMB OUT OF GROUND EFFECT DURING TAKEOFF. HE FLEW THE ACFT BETWEEN TREES AT THE END OF THE RWY AND SEVERED THE WINGS FROM THE FUSELAGE. THE ACFT WAS FOUND TO BE 317 LBS OVER GROSS WEIGHT.

Brief of Accident (Continued)

File No. - 1675

8/28/85

CENTRAL SQUARE, NY

A/C Reg. No. N4252J

Time (Lcl) - 1016 EDT

Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PERFORMANCE - DETERIORATED
2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
3. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
4. LIFT-OFF - PREMATURE - PILOT IN COMMAND
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
6. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1796      8/30/85      HAMILTON, NY      A/C Reg. No. N92RC      Time (Lc1) - 1430 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -BUSINESS	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -APPROACH			0	0	0	2
						0

-----Aircraft Information-----

Make/Model - SWEARINGEN 226T	Eng Make/Model - GARETT TEP-331	ELT Installed/Activated - UNK/NR
Landing Gear - UNK/NR	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 10062	Engine Type - UNK/NR	
No. of Seats - 8	Rated Power - UNK/NR	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BINGHAMTON, NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HAMILTON, NY	HAMILTON
Wind Dir/Speed-	ATC/Airspace	Runway Ident - 35
Visibility - UNK/NR	Type of Flight Plan - VFR	Runway Lth/Wid - 5000/ 75
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 950
SE LAND, ME LAND	Months Since - 3	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 500
		Last 30 Days- UNK/NR
		Instrument- 360
		Last 90 Days- 200
		Multi-Eng - 600

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS ON APPROACH FOR LANDING AT HAMILTON, NEW YORK WHEN THE CROSS POWER LEVERS WERE PULLED BACK TO FLIGHT IDLE. THE LEFT PROP WENT INTO BETA MODE STALLING THE LEFT WING AT ABOUT 8 FEET ABOVE THE RUNWAY. THE AIRCRAFT ROLLED ABOUT 20 DEGREES TO THE LEFT, THEN FELL TO THE RUNWAY. AN INSPECTION VERIFIED THE POSSIBILITY OF THE LEVER GOING BEYOND THE STOP. THE POWER LEVER INCORPORATES A SPRING LOADED GUARD WHICH ENGAGES A GATE ON THE QUADRANT AT THE FLIGHT IDLE POSITION TO PREVENT MOVEMENT OF THE LEVER INTO GROUND OPERATING RANGE WHILE IN FLIGHT.

Brief of Accident (Continued)

File No. - 1796

8/30/85

HAMILTON, NY

A/C Reg. No. N92RC

Time (Lc1) - 1430 EDT

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Occurrence #1            AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. THROTTLE/POWER LEVER, PUSH/PULL ROD - WORN

-----  
----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. - 1717      9/29/85      PREBLE, NY      A/C Reg. No. N33920      Time (Lcl) - 1310 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	1	0
Crew				
Pass	0	0	1	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -APPROACH

Fire  
NONE

-----Aircraft Information-----

Make/Model - SCHWEIZER SGS 2-33A  
Landing Gear - UNK/NR  
Max Gross Wt - 1050  
No. of Seats - 2

Eng Make/Model - N/A  
Number Engines - N/A  
Engine Type - UNK/NR  
Rated Power - N/A

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- UNK/NR  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling -  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
THERMAL RIDGE  
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 - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age - 53  
Biennial Flight Review  
Current - YES  
Months Since - 2  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	787	Last 24 Hrs -	0
Make/Model-	12		Last 30 Days-	UNK/NR
Instrument-	258		Last 90 Days-	1
Multi-Eng -	7		Rotorcraft -	10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A SCHWEIZER N33920, COLLIDED WITH A UTILITY POLE WHILE EXECUTING A GO AROUND AT PREBLE AIRPORT, NY. THE ACFT WAS DESTROYED. THE PLT AND PASSENGER RECEIVED MINOR INJURIES. THE PLT STATED THAT THE FIRST TWO FLIGHTS WERE UNEVENTFUL, BUT NOTICED THE STALL SPEED WAS HIGHER THAN USUAL AND SEEMED TO BE ENTERING A STALL AT A HIGHER SPEED THAN IS RECOMMENDED IN THE MANUAL. APPLYING SPOILERS DID NOT CORRECT THE AIRSPEED,. THE PLT SAID THAT HE MIGHT HAVE BEEN PULLING THE TRIM TAB CONTROL INSTEAD OF THE SPOILERS. ON THE LANDING THE ACFT BOUNCED. ON PULLUP THE LEFT WING TIP STRUCK A POLE. THE ACFT LANDED IN TREES, THEN SLID FLATLY TO THE GROUND.



Brief of Accident (Continued)

File No. - 1717

9/29/85

PREBLE,NY

A/C Reg. No. N33920

Time (Lc1) - 1310 EDT

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Occurrence #1      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

1. CLEARANCE - MISJUDGED - PILOT IN COMMAND
  2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      APPROACH - GO-AROUND (VFR)

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-----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. - 1787      10/25/85      GREAT VALLEY,NY      A/C Reg. No. N5486D      Time (Lcl) - 1115 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -APPROACH					

-----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 - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ERIE COUNTY,PA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	GREAT VALLEY,NY	EDDY'S
Wind Dir/Speed- 310/010 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 40
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 99
SE LAND	Months Since - 3	Make/Model- 78
	Aircraft Type - 172	Instrument- 3
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 32

Instrument Rating(s) - NONE

-----Narrative-----

ACFT EXPERIENCED WINDSHEAR WHILE LANDING AT GREAT VALLEY, N. Y. THE PLT ATTEMPTED TO MAKE A GO AROUND, BUT WAS UNSUCCESSFUL AND LANDED IN A CORN FIELD. THE ACFT WAS SUBSTANTIALLY DAMAGED, HOWEVER, THE PRIVATE CERTIFICATED PLT WAS UNINJURED.

Brief of Accident (Continued)

File No. - 1787

10/25/85

GREAT VALLEY, NY

A/C Reg. No. N5486D

Time (Lc1) - 1115 EDT

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Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    LANDING

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
  2. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2        ON GROUND COLLISION WITH TERRAIN  
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) 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. - 1791      11/01/85      NEW YORK, NY      A/C Reg. No. N4007W      Time (Lcl) - 1955 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During - LANDING			0	0	0	2
			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-32-300	Eng Make/Model - LYCOMING IO-540-KIA5	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MORRISTOWN, NJ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 090/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 3756
SE LAND, ME LAND	Months Since - 3	Make/Model - 11
	Aircraft Type - UNK/NR	Instrument - 224
		Multi-Eng - 842
		Last 24 Hrs - 0
		Last 30 Days - UNK/NR
		Last 90 Days - 87

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT, THE PURPOSE OF THE FLIGHT WAS TO PROVIDE THE STUDENT WITH NIGHT FLYING INSTRUCTION. THE PREFLIGHT AND RUN UP REVEALED NO DISCREPANCIES AND 10 QUARTS OF OIL WERE DETERMINED TO BE IN THE ENGINE. THE AIRCRAFT PROCEEDED SOUTH ALONG THE HUDSON RIVER UNTIL ABOUT 2 MILES SOUTH OF LIBERTY STATE PARK WHERE A LEFT TURN WAS ENTERED IN ORDER TO OBSERVE A FIREWORKS DISPLAY. AN ENGINE SURGE WAS EXPERIENCED DUE TO THE PROPELLER PITCH DECREASING AND THE PILOT NOTICED AN ODOR ASSOCIATED WITH A HOT ENGINE. THE PILOT NOTICED THE ENGINE OIL PRESSURE GAUGE READING OF ZERO AND CONTACTED NEWARK INTERNATIONAL AIRPORT TO ADVISE THEM OF THE EMERGENCY. DURING THE FLIGHT TO NEWARK, THE ENGINE SEIZED AND THE PILOT DECIDED TO LAND PARALLEL TO THE SOUTHERN SHORE OF LIBERTY PARK IN THE WATER. AFTER THE DITCHING, THE COAST GUARD RESCUED THE TWO OCCUPANTS WHO HAD EXITED THE AIRCRAFT AND WERE STANDING ON THE WINGS.

Brief of Accident (Continued)

File No. - 1791

11/01/85

NEW YORK, NY

A/C Reg. No. N4007W

Time (Lc1) - 1955 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation CRUISE

Finding(s)

1. LUBRICATING SYSTEM - FAILURE, TOTAL
2. MAINTENANCE, REPLACEMENT - NOT PERFORMED - OTHER MAINTENANCE PSNL
3. ENGINE ASSEMBLY, CRANKCASE - CRACKED

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. FLUID, OIL - LOSS, PARTIAL
5. ALTITUDE - INADEQUATE - PILOT IN COMMAND
6. ENGINE ASSEMBLY, CRANKCASE - CRACKED
7. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. TERRAIN CONDITION - WATER, ROUGH
9. ALTITUDE - INADEQUATE - PILOT IN COMMAND
10. WHEELS DOWN LANDING IN WATER - PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,6,9

Factor(s) relating to this accident is/are finding(s) 3,5,7,8,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1749      7/27/85      CHESAPEAKE, OH      A/C Reg. No. N100HA      Time (Lcl) - 1145 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - AERO COMMANDER 680-FP	Eng Make/Model - LYCOMING IGS0-540-B1A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 8000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 380 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CHESAPEAKE, OH	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	COLUMBUS, OH	Runway Ident - N/A
Wind Dir/Speed- 030/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 3500 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 - 35	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, ME LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-23	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-----

AS NEAR AS CAN BE DETERMINED, THIS WAS THE PLT'S SECOND FLT SINCE OBTAINING HIS MULTI ENGINE RATING AND THIRD FLT SINCE OBTAINING HIS COM'L PLT CERTIFICATE FROM A DESIGNATED P.E. THE ACFT WAS OBSERVED TO DEPART LAWRENCE CO. ARPT AND UPON REACHING A POINT OVER THE RWY END, AN ENGINE STARTED MAKING A POPPING SOUND. THE PLT RADIOED ON UNICOM THAT HE WAS HAVING TROUBLE WITH THE ACFT. THE ACFT CLIMBED TO AN ESTIMATED 500 FT AND A LEFT TURN AWAY FROM THE OHIO RIVER AND TOWARD THE HILLS WAS STARTED. WITNESSES OBSERVED ACFT PORPOISE IN FLT AND SAID THAT AT LEAST ONCE IT SOUNDED AS IF BOTH ENGINES QUIT MOMENTARILY THEN RESTARTED. THEN ACFT ROLLED INTO LEFT BANK AND STRUCK TREES ON RIDGETOP.

Brief of Accident (Continued)

File No. - 1749

7/27/85

CHESAPEAKE, OH

A/C Reg. No. N100HA

Time (Lc1) - 1145 EDT

Occurrence #1      LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY, OTHER - ERRATIC
2. THROTTLE/POWER CONTROL - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. INADEQUATE CERTIFICATION/APPROVAL, AIRMAN - FAA(ORGANIZATION)
5. EMERGENCY PROCEDURE - NOT USED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, EXCESSIVE WORKLOAD (TASK OVERLOAD) - PILOT IN COMMAND
7. INSUFFICIENT STANDARDS/REQUIREMENTS, OPERATION/OPERATOR - COMPANY/OPERATOR MGMT
8. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
9. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
10. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
11. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - PILOT IN COMMAND
12. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PRESSURE - PILOT IN COMMAND
13. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      MANEUVERING

Finding(s)

14. TERRAIN CONDITION - MOUNTAINOUS/HILLY
15. PROPELLER FEATHERING - NOT IDENTIFIED - PILOT IN COMMAND
16. OBJECT - TREE(S)
17. JUDGEMENT - POOR - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,8,9,10,12,13,15,17

Factor(s) relating to this accident is/are finding(s) 1,3,4,6,7,11,14,16

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1759      3/02/85      BARTLESVILLE,OK      A/C Reg. No. N7068C      Time (Lcl) - 1930 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 0	Serious 0	Minor 1	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point BARTLESVILLE,OK	OFF AIRPORT/STRIP
Method - N/A	Destination	<b>Airport Data</b>
Completeness - N/A	LOCAL	FRANK PHILLIPS
Basic Weather - VMC		Runway Ident - 17
Wind Dir/Speed- 150/010 KTS	ATC/Airspace	Runway Lth/Wid - 6200/ 100
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 151
SE LAND	Months Since - 8	Make/Model- 48
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER ONE UNEVENTFUL FULL-STOP LANDING THE PLT RE-ENTERED THE PATTERN FOR A SECOND LANDING. THE PLT TRUNED TO FINAL AT ABOUT 500 FT AGL AND 65-70 KTS WITH THE RWY LIGHTS IN SIGHT. SHORTLY THEREAFTER, ACCORDING TO THE PLT, THE LANDING LIGHT ILLUMINATED TWO TREES. A RIGHT TURN WAS INITIATED BUT THE LEFT WING STRUCK ONE OF THE TREES 20 TO 30 FT AGL. THE ACFT DESCENDED OUT OF CONTROL TO THE GROUND APROX 1/4 NORTH OF THE ARPT. THE PLT STATED THAT THE PURPOSE OF THE FLT WAS TO ACCOMPLISH 3 TAKE-OFFS AND LANDINGS AT NIGHT IN ORDER TO SATISFY FAR CURRENCY REQUIREMENTS FOR CARRYING PAX. HE FURTHER RELATED THAT NIGHT INSTRUCTION FROM A CFI IN THE PAST YEAR COULD HAVE PREVENTED THE ACCIDENT.



Brief of Accident (Continued)

File No. - 1759

3/02/85

BARTLESVILLE,OK

A/C Reg. No. N7068C

Time (Lcl) - 1930 CST

Occurrence #1 ALTITUDE DEVIATION,UNCONTROLLED  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

5. OBJECT - TREE(S)
6. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1684

8/14/85

SALLISAW,OK

A/C Reg. No. N738XZ

Time (Lc1) - 1300 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - APPROACH

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172N  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2150  
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/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 050/008 KTS  
Visibility - 12.0 SM  
Lowest Sky/Clouds - 8000 FT  
Lowest Ceiling - 8000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SPRINGFIELD,MO

Destination  
PHOENIX,AZ

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - GO AROUND

Airport Proximity  
ON AIRPORT

Airport Data

SALLISAW MUNICIPAL  
Runway Ident - 90  
Runway Lth/Wid - UNK/NR  
Runway Surface - GRASS/TURF  
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 55

Biennial Flight Review

Current - YES  
Months Since - 1  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 560	Last 24 Hrs	- 2
Make/Model-	505	Last 30 Days-	UNK/NR
Instrument-	11	Last 90 Days-	25

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE HAD AN ELECTRICAL FAILURE AND ELECTED TO MAKE A PRECAUTIONARY LANDING AT SALLISAW MUNICIPAL ARPT. EQUIPMENT WAS ON THE RWY AND THE PLT ELECTED TO LAND ON A GRASS STRIP NEXT TO THE RWY. HE TOUCHED DOWN AND DURING ROLLOUT THOUGHT HE COULD NOT STOP ON THE STRIP AND INITIATED AN ABORTED LANDING. THE ACFT COLLIDED WITH TREES AT THE END OF THE RWY.

Brief of Accident (Continued)

File No. - 1684

8/14/85

SALLISAW,OK

A/C Reg. No. N738XZ

Time (Lcl) - 1300 CDT

-----  
Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM - UNDETERMINED
  2. ABORTED LANDING - DELAYED - PILOT IN COMMAND
- 

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - GO-AROUND (VFR)

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

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1651      10/19/85      TULSA,OK

A/C Reg. No. N2952N

Time (Lcl) - 1633 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
Pass	0	0	1	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 310  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 4600  
No. of Seats - 5

Eng. Make/Model - CONTINENTAL O-470-B  
Number Engines - 2  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 240 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 260/003 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds - 4500 FT

Lowest Ceiling - 4500 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

NORMAN,OK

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - STRAIGHT-IN

FULL STOP

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

TULSA INTERNATIONAL

Runway Ident - 35L

Runway Lth/Wid - 5498/ 150

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

UNK/NR

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR .

-----Narrative-----

THE PLT EXPERIENCED FUEL EXHAUSTION WHILE ON FINAL APCH FOR LANDING ON RWY 35L AT TULSA INTERNATIONAL ARPT, OK.  
THE ACFT UNDERSHOT THE RWY BY 1/2 TO 3/4 OF A MILE WHERE IT CONTACTED RAILROAD TRACKS.

Brief of Accident (Continued)

File No. - 1651

10/19/85

TULSA,OK

A/C Reg. No. N2952N

Time (Lc1) - 1633 CDT

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID,FUEL - EXHAUSTION
  2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
  3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

-----

-----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. - 1756

7/14/85

SCAPPOOSE,OR

A/C Reg. No. N5891J

Time (Lcl) - 1815 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 -TAXI

Fire NONE  
Crew Pass

-----Aircraft Information-----

Make/Model - BEECHCRAFT 35-C33  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3050  
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470 SERIES  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 260 HP  
ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 25.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SUNRIVER,OR  
Destination  
SCAPPOOSE,OR

Airport Proximity  
ON AIRPORT

Airport Data

SCAPPOOSE INDUSTRIAL  
Runway Ident - 33  
Runway Lth/Wid - 4000/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 46

Biennial Flight Review  
Current - YES  
Months Since - 13  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 3025	Last 24 Hrs	- 2
Make/Model-	4	Last 30 Days-	UNK/NR
Instrument-	69	Last 90 Days-	6

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAXI FROM LANDING WHILE IN A TURN, TH EPILOT INADVERT ENTLY SELECTED GEAR UP. HE OWNS A SIMILAR AIRPLANE AND HAD BORROWED THIS AIRCRAFT. HIS AIRCRAFT GEAR AND FLAP CONTR OLS ARE IN THE OPPOSITE POSITION OF THIS AIRCRAFT'S. HE INTENDED TO RAISE THE FLAPS AND NOT THE GEAR.

Brief of Accident (Continued)

File No. - 1756

7/14/85

SCAPP00SE,OR

A/C Reg. No. N5891J

Time (Lc1) - 1815 PDT

Occurrence ON GROUND COLLISION WITH TERRAIN  
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. GEAR RETRACTION - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1720

8/17/85

BUXTON,OR

A/C Reg. No. N9607B

Time (Lcl) - 1750 PDT

-----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 -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 180A  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2650  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-K  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 230 HP

ELT Installed/Activated - YES/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- 290/005 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  
HILLSBORO,OR  
Destination  
CORNELIUS,OR

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

HAYDEN MOUNTAIN  
Runway Ident - N/A  
Runway Lth/Wid - 1000  
Runway Surface - GRAVEL  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 44

Biennial Flight Review

Current - YES  
Months Since - 12  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	808	Last 24 Hrs -	3
Make/Model-	610	Last 30 Days-	UNK/NR	
Instrument-	0	Last 90 Days-	34	

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT MISJUDGED HIS TOUCHDOWN POINT ON THE 1,000 FOOT AIRSTRIP AND HAD AN EXCESS OF AIRSPEED. AND OVERRUN OCCURRED AND THE AIRCRAFT WENT DOWN AN EMBANKMENT. AT THE TIME OF TOUCHDOWN, THERE WAS ONLY ABOUT 4 KTS OF HEADWIND AVAILABLE.



Brief of Accident (Continued)

File No. - 1720

8/17/85

BUXTON,OR

A/C Reg. No. N9607B

Time (Lc1) - 1750 PDT

-----  
Occurrence #1        OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
  2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
- 

Occurrence #2        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1764      9/30/85      PRINEVILLE,OR      A/C Reg. No. N58209      Time (Lc1) - 1230 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation      -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under      -14 CFR 91	NONE	Pass	1	0	0
Accident Occurred During      -DESCENT			0	0	0

-----Aircraft Information-----

Make/Model      - MITCHELL U2	Eng Make/Model - HONDA 250CC	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      - 18 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- CALMABLE</p> <p>Visibility      - 45.0 SM</p> <p>Lowest Sky/Clouds      - CLEAR</p> <p>Lowest Ceiling      - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation      - NONE</p> <p>Condition of Light      - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance      - NONE</p> <p>Type Apch/Lndg      - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident      - N/A</p> <p>Runway Lth/Wid      - N/A</p> <p>Runway Surface      - N/A</p> <p>Runway Status      - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p> <p>HELICOPTER</p>	<p>Age - 64</p> <p>Biennial Flight Review</p> <p>Current      - UNK/NR</p> <p>Months Since      - UNK/NR</p> <p>Aircraft Type      - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total      - 45</p> <p>Make/Model- 0</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 2</p> <p>Last 90 Days- 7</p> <p>Rotorcraft - 3000</p>
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Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS ON SECOND FLT IN NEWLY COMPLETED, REGISTERED ULTRALIGHT. CRAFT HAD NOT BEEN ISSUED A CERTIFICATE OF AIRWORTHINESS. AFTER TAKEOFF, ACFT WAS OBSERVED TO CIRCLE AIRPORT, THEN DESCEND OUT OF SIGHT BEHIND TREES. INVESTIGATION SHOWED STEEEP, NOSEDOWN IMPACT. AIRFRAME DESTRUCTION PRECLUDED ESTABLISHMENT OF PRE-IMPACT STRUCTURAL INTEGRITY OR ABSENCE OF CONTROL MALFUNCTION. NO POWER PLANT DEFECTS FOUND. PLT WAS WEARING PARACHUTE, WHICH WAS FOUND PARTIALLY DEPLOYED. NO EVIDENCE FOUND OF MEDICAL IMPAIRMENT IN 64-YR-OLD PLT.

Brief of Accident (Continued)

File No. - 1764

9/30/85

PRINEVILLE, OR

A/C Reg. No. N58209

Time (Lc1) - 1230 PDT

-----  
Occurrence #1        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. - 1788      10/06/85      BURTON LAKE,OR      A/C Reg. No. N50120      Time (Lcl) - 1900 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -TAKEOFF

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
0  
0

Minor  
0  
0

None  
1  
1

-----Aircraft Information-----

Make/Model - CESSNA 150  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1600  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 50.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
BURNS,OR

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRSTRIP

Airport Data

Runway Ident - UNK/NR  
Runway Lth/Wid - 1800 -UNK/NR  
Runway Surface - DIRT  
Runway Status - SOFT

-----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-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 120  
Make/Model- 72  
Instrument- 0  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 13  
Rotorcraft - 48

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT FAILED TO BECOME AIRBORNE ON THE SOFT, SHORT, ROUGH CINDER COVERED AIRSTRIP PROBABLY DUE TO A COMBINATION OF DENSITY ALTITUDE AND POOR PLT TECHNIQUE. THE ACFT STRUCK A BERM AT THE END OF THE RUNWAY WHERE IT NOSED OVER. THE PLT WAS ALSO DEPARTING FACING THE SETTING SUN.

Brief of Accident (Continued)

File No. - 1788

10/06/85

BURTON LAKE,OR

A/C Reg. No. N50120

Time (Lcl) - 1900 PDT

-----  
Occurrence #1            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
  2. PLANNING-DECISION - NOT UNDERSTOOD, - PILOT IN COMMAND
  3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SOFT
  4. WEATHER CONDITION - UNFAVORABLE WIND
  5. LIGHT CONDITION - SUNGLARE
- 

Occurrence #2            NOSE OVER  
Phase of Operation      TAKEOFF - GROUND RUN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1697      10/28/85      NORTH BEND,OR      A/C Reg. No. N8316B      Time (Lcl) - 1854 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	NONE	Fatal	0	0	0	0
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 -STANDING		Other	0	1	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300-A	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 - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	ASTORIA,OR	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	NORTH BEND,OR	NORTH BEND
Wind Dir/Speed- 020/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 130
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - C-172	Make/Model- 130
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED HAVING DIFFICULTY FINDING THE TIE DOWN RAMP AREA AT THE UNFAMILIAR ARPT IN DUSK LIGHT CONDITIONS. THE PASSENGER EXITED THE ACFT WITH A FLASHLIGHT TO LOCATE A TIE DOWN SPOT AND WALKED INTO THE SPINNING PROP. THE PLT STATED THE PASSENGER WAS FAMILIAR WITH SMALL ACFT.

Brief of Accident (Continued)

File No. - 1697

10/28/85

NORTH BEND, OR

A/C Reg. No. N8316B

Time (Lcl) - 1854 PST

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation STANDING

Finding(s)

1. OBJECT - OTHER PERSON
2. UNSAFE/HAZARDOUS CONDITION WARNING - NOT IDENTIFIED - OTHER PERSON
3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. WEATHER CONDITION - DUSK
5. VISUAL LOOKOUT - NOT MAINTAINED - OTHER PERSON

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1737      8/03/85      QUAKERTOWN, PA      A/C Reg. No. N92279      Time (Lcl) - 1945 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	- PIPER J3C-65	Eng Make/Model	- CONTINENTAL A-65-8	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1220	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 65 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	VAN SANT, PA
Completeness	- N/A	Destination
Basic Weather	- VMC	SAME AS ACC/INC
Wind Dir/Speed	- UNK/NR	ATC/Airspace
Visibility	- UNK/NR	Type of Flight Plan
Lowest Sky/Clouds	- CLEAR	Type of Clearance
Lowest Ceiling	-	Type Apch/Lndg
Obstructions to Vision	- NONE	
Precipitation	- NONE	
Condition of Light	- DUSK	

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 62	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model - 62	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH WIRES DURING A LNDG ATTEMPT. THE ACFT WAS THROWN OUT OF CONTROL AND DRAGGED A WING AFTER WHICH IT NOSED OVER. THE PLT SAID THAT HE THOUGHT THE WIRES HAD BEEN CLEARED. HE WAS TRYING TO PUT THE ACFT RIGHT AT THE EDGE OF THE FIELD BECAUSE OF THE SHORT LNDG DISTANCE.



Brief of Accident (Continued)

File No. - 1737

8/03/85

QUAKERTOWN, PA

A/C Reg. No. N92279

Time (Lcl) - 1945 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - GUY WIRE
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT  
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

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1738      8/06/85      ALLENTOWN,PA      A/C Reg. No. N757PX      Time (Lc1) - 1230 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 152  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1650  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 110 HP

ELT Installed/Activated - YES-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- 270/005 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  
GAITHERSBURG,MD  
Destination  
ALLENTOWN,PA

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - VFR  
Type Apch/Lndg - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

ALLENTOWN BETHLEHEM  
Runway Ident - N/A  
Runway Lth/Wid - 7601/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
STUDENT

Age - 36  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 96  
Make/Model- 96  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - 2  
Last 30 Days- UNK/NR  
Last 90 Days- 18  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT TOUCHED DOWN HARD AND BOUNCED WHILE LANDING AT ALLENTOWN, PA. THE PLT STATED THAT UPON MAKING THE LANDING, THE CONTROLS FELT LIKE THE ACFT'S NOSE WHEEL HAD GONE FLAT. AS HE ATTEMPTED TO PULL THE NOSE UP, THE ACFT BALLOONED AND CAME DOWN TO THE SIDE OF THE RWY IN GRASS AND STOPPED.

Brief of Accident (Continued)

File No. - 1738

8/06/85

ALLENTOWN, PA

A/C Reg. No. N757PX

Time (Lc1) - 1230 EDT

Occurrence           HARD LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROPER DESCENT RATE - IMPROPER - PILOT IN COMMAND
2. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
5. MANEUVER - EXCESSIVE - PILOT IN COMMAND
6.       IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1785      10/12/85      WESTERLY,RI      A/C Reg. No. N5661N      Time (Lcl) - 1550 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During -LANDING			0	0	0	1	

-----Aircraft Information-----

Make/Model - MAULE MX 7-235	Eng Make/Model - LYCOMING 235	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	WESTCHESTER,NY	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	WESTERLY,RI	WESTERLY STATE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 25
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 100
Lowest Sky/Clouds - 5500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - MACADAM
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 - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1070
SE LAND,SE SEA	Months Since - 22	Last 24 Hrs - 0
	Aircraft Type - 150	Make/Model- 150
		Instrument- 25
		Multi-Eng - 25
		Last 30 Days- UNK/NR
		Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT GROUNDDLOOPEED DURING LNDG. THE PLT REPORTED THAT A SUDDEN GUST OF WIND WAS THE CAUSE. THE SIND WAS REPORTED AS CALM.

Brief of Accident (Continued)

File No. - 1785

10/12/85

WESTERLY, RI

A/C Reg. No. N5661N

Time (Lcl) - 1550 EDT

---

Occurrence IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation LANDING - ROLL

Finding(s)

1. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1741

7/18/85

PICKENS, SC

A/C Reg. No. N40296

Time (Lcl) - 1400 EDT

-----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 - HILLER UH-12E

Landing Gear - SKID

Max Gross Wt - 2750

No. of Seats - 4

Eng Make/Model - LYCOMING VO-540-CZA

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 310 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 5.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, ATP

ME LAND, SE SEA

HELICOPTER

Age - 38

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR Last 24 Hrs - UNK/NR

Make/Model- UNK/NR Last 30 Days- UNK/NR

Instrument- UNK/NR Last 90 Days- UNK/NR

Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD COMPLETED APPLICATION OF A HERBICIDE AND WAS RETURNING TO HIS TEMP OPNS AREA 1/2 MI DISTANT WHEN THE ENGINE QUIT ABOUT 50 FT AGL. PLT FLARED THE HELICOPTER ON THE 45 DEG DOWNSLOPE AND TAILBEEM/ROTOR CONTACTED GROUND. THE FUEL GAUGE IND 18 GALS HOWEVER ONLY A PINT COULD BE DRAINED FROM THE FUEL SYSTEM. THE FUEL QTY TEST SYSTEM WAS INOP POST ACCIDENT. PLT DID NOT VISUALLY CK FUEL QTY PRIOR TO FLT.

Brief of Accident (Continued)

File No. - 1741

7/18/85

PICKENS, SC

A/C Reg. No. N40296

Time (Lc1) - 1400 EDT

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      MANEUVERING

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND
  4. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - INOPERATIVE
  5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
  6. IMPROPER USE OF PROCEDURE, EXPECTANCY - PILOT IN COMMAND
  7. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
  8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, COMPLACENCY - PILOT IN COMMAND
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

9. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  10. TERRAIN CONDITION - DOWNHILL
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5,7

Factor(s) relating to this accident is/are finding(s) 3,4,6,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1744      9/02/85      AIKEN, SC      A/C Reg. No. N5DB      Time (Lcl) - 1415 EDT

-----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 -TAKEOFF

Fire  
NONE

-----Aircraft Information-----

Make/Model - BRYAN HP-14  
Landing Gear - UNK/NR  
Max Gross Wt - UNK/NR  
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 - 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- 090/006 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - 2700 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

AIKEN MUNICIPAL  
Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - GRASS/TURF  
Runway Status - DRY  
HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND  
GLIDER

Age - 57  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total - 4995	Last 24 Hrs - UNK/NR
Make/Model- 105	Last 30 Days- UNK/NR
Instrument- 209	Last 90 Days- 36
Multi-Eng - 3	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT REPORTED THAT SAILPLANE WAS POSITIONED FOR A TOW IN TALL GRASS BESIDE THE RWY. HE SAID THAT DURING THE TAKEOFF THE LEFT WING WAS SLOWED BY THE TALL GRASS ALLOWING THE RIGHT WING TO ACCELERATE. THE SAILPLANE YAWED LEFT AND ROLLED LEFT UNTIL 90 DEGREES TO FLIGHT PATH. TOW ROPE DETACHED FROM TOW RING ON GLIDER. GLIDER PITCHED DOWN AND CONTACTED GROUND. FUSELAGE WAS BENT AS GLIDER SLID SIDEWAYS TO A STOP.



Brief of Accident (Continued)

File No. - 1744

9/02/85

AIKEN, SC

A/C Reg. No. N5DB

Time (Lc1) - 1415 EDT

-----  
Occurrence #1        DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
  2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
  4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1768      4/21/85      UNION CITY, TN      A/C Reg. No. N4374G      Time (Lcl) - 1530 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During - TAKEOFF			0	0	0	0	

-----Aircraft Information-----

Make/Model - MCCULLOCH AIRCRAFT CORP. J-2	Eng Make/Model - LYCOMING O-360-A2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1500	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	UNION CITY, TN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PADUCAH, KY	EVERETT-STEWART FIELD
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7935
SE LAND, ME LAND	Months Since - 14	Make/Model - 4
	Aircraft Type - UNK/NR	Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT WITH 7900 TOTAL HOURS AND FOUR HOURS IN GYROPLANE WAS ON SOLO CROSS COUNTRY TRAINING FLIGHT. DURING TAKEOFF AT ENROUTE STOP ROTOR BLADES STRUCK VERTICAL STABILIZER. PILOTS INSTRUCTOR SAID WITNESSES REPORTED THAT THE GYROPLANE WAS ROTATED ABRUPTLY DURING TAKEOFF RESULTING IN ROTORBLADES STRIKING THE VERTICAL STABILIZER.

Brief of Accident (Continued)

File No. - 1768

4/21/85

UNION CITY, TN

A/C Reg. No. N4374G

Time (Lcl) - 1530 CST

Occurrence #1      ABRUPT MANEUVER  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. CYCLIC - EXCESSIVE - PILOT IN COMMAND
2. LIFT-OFF - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2      PROPELLER/ROTOR CONTACT  
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

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1750

3/03/85

HOUSTON, TX

A/C Reg. No. N29460

Time (Lcl) - 1601 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Fatal	Injuries			None
	Serious	Minor		
0	2	0	0	0
0	0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 177

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2350

No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 180 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/018 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 2500 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

DAVID W. HOOKS MEMORIAL

Runway Ident - 35

Runway Lth/Wid - 7000/ 110

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

FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

Age - 22

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 910 Last 24 Hrs - 1

Make/Model- 28 Last 30 Days- UNK/NR

Instrument- 68 Last 90 Days- 132

Multi-Eng - 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER THE FOURTH TOUCH-AND-GO LANDING ON RWY 17R POWER WAS APPLIED AND A NORMAL CLIMB INITIATED. AT ABOUT 400 FT AGL POWER WAS REDUCED; THE ENGINE DEVELOPED HEAVY VIBRATIONS AND APRX 50% POWER LOSS. THE CFI TOOK CONTROL FROM THE PRIVATE PLT RECEIVING DUAL INSTRUCTION AND INITIALLY TURNED RIGHT FOLLOWED BY A LEFT DOWNWIND TURN. AT 45-60 DEGREES ANGLE-OF-BANK THE ACFT TURNED APRX 190 DEGREES IN AN EFFORT TO LAND ON RWY 35L. ACCORDING TO THE CFI THE ACFT STALLED AND CONTACTED THE GROUND LEFT WING FIRST. EXAMINATION OF THE ENGINE REVEALED THAT CONTINUITY IN THE MIXTURE CONTROL SYSTEM DID NOT EXIST. NO ATTACKING HARDWARE THAT WOULD CONNECT THE MIXTURE LINKAGE TO THE CARBURETOR WAS INSTALLED BY THE OPERATOR 13.8 FLT HOURS AD 35 DAYS PRIOR TO THE ACCIDENT. WIND AT THE TIME OF THE FORCED LANDING WAS FROM 180 DEGREES AT 18 GUSTING TO 28 KTS. AFTER RE-RIGGING THE MIXTURE CONTROL LINKAGE AND REPAIRING IMPACT ENGINE DAMAGE THE ENGINE WAS SUCCESSFULLY TEST-RUN.

Brief of Accident (Continued)

File No. - 1750

3/03/85

HOUSTON, TX

A/C Reg. No. N29460

Time (Lc1) - 1601 CST

-----  
Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. MIXTURE CONTROL, LINKAGE - SEPARATION
  2. MAINTENANCE, INSTALLATION - IMPROPER - COMPANY MAINTENANCE PSNL
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      TAKEOFF - INITIAL CLIMB

-----

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND(CFI)
  4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND(CFI)
  5. WEATHER CONDITION - TAILWIND
- 

-----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) 5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1614

3/07/85

ATHENS, TX

A/C Reg. No. N1610M

Time (Lcl) - 1115 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 182

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2950

No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-S

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 230 HP

ELT Installed/Activated - YES-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- 170/011 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

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity  
ON AIRSTRIP

Airport Data

STEPP ARPT

Runway Ident - 18

Runway Lth/Wid - 2000

Runway Surface - DIRT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 49

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 8

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A PVT PLT WAS PRACTICING SHORT FLD LANDINGS UNDER INSTRUCTION OF A CFI. THE INSTRUCTOR FAILED TO TAKE EFFECTIVE REMEDIAL ACTION SOON ENOUGH TO CORRECT A SLOW AIRSPEED WHICH DEVELOPED INTO A HIGH SINK RATE RESULTING IN AN UNDERSHOT. THE ACFT LANDED SHORT OF THE AIRSTRIP, TOUCHED DOWN ON THE NOSE GEAR AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1614

3/07/85

ATHENS, TX

A/C Reg. No. N1610M

Time (Lc1) - 1115 CST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING

Finding(s)

1. AIRSPEED - NOT MAINTAINED - DUAL STUDENT
2. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND(CFI)

Occurrence #2      UNDERSHOOT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Occurrence #3      HARD LANDING  
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) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1751      3/19/85      WHEELER, TX      A/C Reg. No. N7807W      Time (Lcl) - 1715 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A4A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	GUYMAN, OK	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HOLT
Wind Dir/Speed- 210/015 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2820/ 25
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - 1500 FT OVERCAST	Type Apch/Lndg - GO AROUND	Runway Status - DRY
Obstructions to Vision- HAZE	FULL STOP	ROUGH
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 375
SE LAND	Months Since - 2	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 68
		Instrument- 11
		Last 30 Days- UNK/NR
		Last 90 Days- 76

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, EN ROUTE DETERIORATING WX WAS EXPERIENCED AND HE ELECTED TO LAND AT WHEELER INSTEAD OF HIS ORIGINAL DEST, GRANDFIELD, OK. THE ACFT WAS LANDED SLIGHTLY FAST AND DOWNWIND. WINDS WERE FROM 210 DEGREES AT 15 GUSTING TO 20. AT THE ACFT NEARED THE NORTH END OF THE RWY, THE PLT STATED, THE RIGHT BRAKE PEDAL WENT SOFT. THE LANDING WAS ABORTED WITH THE APPLICATION OF FULL POWER. ONCE AIRBORNE THE ACFT CLEARED A FENCE BUT WOULD NOT CLIMB FAST ENOUGH TO CLEAR A LINE OF TREES. REALIZING THE ACFT WOULD NOT CLEAR THE TREES THE PLT REDUCED POWER AND FLEW THE ACFT IN A LDG ATTITUDE INTO ROUGH TERRAIN.



Brief of Accident (Continued)

File No. - 1751

3/19/85

WHEELER, TX

A/C Reg. No. N7807W

Time (Lc1) - 1715 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - HAZE
3. WEATHER CONDITION - RAIN
4. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
5. WEATHER CONDITION - TAILWIND
6. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
7. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
8. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
9. LANDING GEAR, NORMAL BRAKE SYSTEM - UNDETERMINED
10. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
11. TERRAIN CONDITION - NONE SUITABLE
12. ABORTED LANDING - PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8

Factor(s) relating to this accident is/are finding(s) 5,10,12

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1612

3/19/85

JUSTIN, TX

A/C Reg. No. N2154P

Time (Lcl) - 1530 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAXI

Aircraft Damage

DESTROYED

Fire

ON GROUND

Fatal

Crew 0

Pass 0

Other 0

Injuries

Serious 0

Minor 0

None 0

2

-----Aircraft Information-----

Make/Model - PIPER PA-23-150

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 3500

No. of Seats - 5

Eng Make/Model - LYCOMING O-320-A1A

Number Engines - 2

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- 180/015 KTS

Visibility - 10.0 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

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

CLARK

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND

Age - 20

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 221

Make/Model- 3

Instrument- 35

Multi-Eng - 3

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PURPOSE OF THE FLT WAS A MULT-ENGINE FLT CHECK GIVEN BY A DESIGNATED EXAMINER TO THE COMMERCIAL PLT. ACCORDING TO THE EXAMINER THE RIGHT ENG, WHICH WAS STILL HOT FROM THE PREVIOUS FLT, WOULD NOT START ON THE FIRST ATTEMPT. AFTER A SUCCESSFUL START OF THE LEFT ENG THE APPLICANT AGAIN TRIED TO START THE RIGHT ENG WHEN SMOKE WAS SEEN COMING FROM BENEATH THE RIGHT NACELLE. COCKPIT EMERGENCY PROCEDURES AND EXTINGUISHING EFFORTS BY GROUND PERSONNEL FAILED TO PUT THE FIRE OUT. THE EXAMINER OPENED THE DOOR AND INITIATED EVACUATION OF THE CABIN. BOTH CREWMEMBERS SAFELY ABANDONED THE ACFT WITHOUT SECURING THE LEFT ENG. THE BURNING ACFT TAXIED OUT OF CONTROL INTO A PARKED AG ACFT.

Brief of Accident (Continued)

File No. - 1612

3/19/85

JUSTIN, TX

A/C Reg. No. N2154P

Time (Lc1) - 1530 CST

-----  
Occurrence #1        FIRE  
Phase of Operation    STANDING - STARTING ENGINE(S)

Finding(s)  
1. ENGINE ASSEMBLY - FIRE  
2. UNDETERMINED  
3. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND  
4. EMERGENCY PROCEDURE - PERFORMED - GROUND PERSONNEL  
-----

Occurrence #2        LOSS OF CONTROL - ON GROUND  
Phase of Operation    STANDING - STARTING ENGINE(S)

Finding(s)  
5. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND  
6. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - INADVERTENT - PILOT IN COMMAND  
7. UNSAFE/HAZARDOUS CONDITION - NOT IDENTIFIED -  
-----

Occurrence #3        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAXI

Finding(s)  
8. OBJECT - AIRCRAFT PARKED  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1610      3/24/85      LUBBOCK, TX      A/C Reg. No. N8390P      Time (Lcl) - 1737 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
			Fatal	Serious	Minor
Type of Operation - PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - LANDING					1

-----Aircraft Information-----

Make/Model - PIPER PA-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
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	BORGER, TX	LUBBOCK INTERNATIONAL
Wind Dir/Speed- 290/006 KTS	ATC/Airspace	Runway Ident - 17R
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 11500/ 150
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	PRECAUTIONARY LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3200
SE LAND, ME LAND	Months Since - 0	Make/Model- 209
	Aircraft Type - PA-24	Instrument- 69
		Multi-Eng - 800

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT RAISED LANDING GEAR DURING INITIAL CLIMB AFTER TAKEOFF AND RECEIVED NO REACTION FROM EITHER THE GEAR RETRACTION SYS OR THE GEAR INDICATOR SYS. AFTER TROUBLESHOOTING THE SYS, THE PLT ELECTED TO MAKE A LOW PASS BY THE TOWER, DURING WHICH THE GEAR APPEARED TO BE DOWN TO THE CONTROLLERS. ON TOUCHDOWN, ALL 3 LANDING GEAR COLLAPSED. NO REASON FOR THE GEAR COLLAPSE COULD BE DETERMINED DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 1610

3/24/85

LUBBOCK, TX

A/C Reg. No. N8390P

Time (Lc1) - 1737 CST

-----  
Occurrence #1            AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE, PARTIAL
  2. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - UNDETERMINED
  3. LANDING GEAR, GEAR INDICATING SYSTEM - FALSE INDICATION
  4. LANDING GEAR, GEAR INDICATING SYSTEM - UNDETERMINED
- 

Occurrence #2            COMPLETE GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR, GEAR LOCKING MECHANISM - FALSE INDICATION
  6. LANDING GEAR, GEAR LOCKING MECHANISM - UNDETERMINED
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1607      4/10/85      SAN ANTONIO, TX      A/C Reg. No. N9243S      Time (Lcl) - 1758 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECH C23	Eng Make/Model - LYCOMING O-360-A4J	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 - ACFT RADIO	STUTGART, AR	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 090/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility, - 6.0 SM	Type of Flight Plan - VFR/IFR	Runway Surface - DIRT
Lowest Sky/Clouds - 700 FT	Type of Clearance - IFR	Runway Status - SOFT
Lowest Ceiling - 700 FT BROKEN	Type Apch/Lndg - FORCED LANDING	ROUGH
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 530
SE LAND	Months Since - 1	Last 24 Hrs - 10
	Aircraft Type - C23	Make/Model- 520
		Instrument- 91
		Last 30 Days- UNK/NR
		Last 90 Days- 22
		Multi-Eng - 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT DEPARTED STUTGART, AR, WITH FULL FUEL TANKS AT 1250 CST. FIVE HOURS AND EIGHT MINUTES LATER, THE PLT MADE AN EMERGENCY LANDING FOLLOWING FUEL EXHAUSTION NEAR HIS INTENDED DESTINATION, SAN ANTONIO, TX. IN AN INTERVIEW WITH FAA INVESTIGATORS THE PLT ADMITTED "I JUST RAN OUT OF FUEL." NO MECHANICAL FAILURE/MALFUNCTION WAS FOUND WITH THE ACFT.

Brief of Accident (Continued)

File No. - 1607

4/10/85

SAN ANTONIO, TX

A/C Reg. No. N9243S

Time (Lc1) - 1758 CST

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      DESCENT

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
  4. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING

Finding(s)

5. TERRAIN CONDITION - NONE SUITABLE
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1604      4/17/85      MIDLAND, TX      A/C Reg. No. N9054M      Time (Lcl) - 1745 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 180H	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MIDLAND
Wind Dir/Speed- 170/016 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3975/ 150
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 108
SE LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - C-180	Make/Model- 19
		Last 30 Days- UNK/NR
		Instrument- 4
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE 108 HOUR PVT PLT HAD BEEN CHECKED OUT IN THE TAILDRAGGER ON THE DAY PRECEDING THE ACCIDENT. RETURNING FROM A LOCAL FLT, THE PLT REPORTED, HE LOST CONTROL DURING THE LANDING WHEN HE ENCOUNTERED A GUSTING X-WIND. THE WHEEL ASS'Y FAILED IN THE SUBSEQUENT SKIDDING OVERLOAD AND THE STRUT DUG INTO THE ASPHALT. THE ACFT ROLLED UP ON THE LEFT WING AND NOSE.



Brief of Accident (Continued)

File No. - 1604

4/17/85

MIDLAND, TX

A/C Reg. No. N9054M

Time (Lc1) - 1745 CST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS
2. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      LANDING - ROLL

Finding(s)

5. LANDING GEAR, MAIN GEAR - OVERLOAD
6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

Occurrence #3      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1605      4/17/85      ROBY, TX

A/C Reg. No. N89862

Time (Lcl) - 1220 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

	Fatal	Injuries		
		Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

Type of Operation      -AERIAL OBSERVATION

Flight Conducted Under      -14 CFR 91

Accident Occurred During      -DESCENT

Fire      NONE

-----Aircraft Information-----

Make/Model      - CESSNA 152

Landing Gear      - TRICYCLE-FIXED

Max Gross Wt      - 1670

No. of Seats      - 2

Eng Make/Model      - LYCOMING O-235-L2C

Number Engines      - 1

Engine Type      - RECIPROCATING-CARBURETOR

Rated Power      - 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- 160/015 KTS

Visibility      - 30.0 SM

Lowest Sky/Clouds      - 30000 FT SCATTERED

Lowest Ceiling      - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

SNYDER, TX

Destination

EASTLAND, TX

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      - 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      - 4963

Make/Model- UNK/NR

Instrument- 0

Last 24 Hrs      - 8

Last 30 Days- UNK/NR

Last 90 Days- 300

Instrument Rating(s)      - NONE

-----Narrative-----

THE PIPELINE PATROL PLT DIVERTED FROM THE NORMAL ROUTE TO CIRCLE OVER A HOUSE IN WHICH HE USED TO LIVE. WITNESSES REPORTED THE ACFT WAS IN A LOW ALT LEFT TURN WHEN THE LEFT WING DROPPED AND THE RATE OF TURN INCREASED. THE ACFT IMPACTED A TREE IN A STEEP NOSE DOWN ATTITUDE. NO EVIDENCE OF AN ENG FAILURE/MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 1605

4/17/85

ROBY, TX

A/C Reg. No. N89862

Time (Lc1) - 1220 CST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING

Finding(s)

1. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
2.      IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
3. STALL/SPIN - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1603      4/19/85      JUNCTION, TX      A/C Reg. No. N5655N      Time (Lcl) - 1415 CST

-----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 - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - MAULE M-5-180C  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1300  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-C1F  
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- 350/005 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  
HOUSTON, TX  
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

KIMBLE COUNTY  
Runway Ident - 17  
Runway Lth/Wid - 3300/ 95  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND, ME LAND

Age - 31  
Biennial Flight Review  
Current - YES  
Months Since - 20  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 4520  
Make/Model- 13  
Instrument- 0  
Multi-Eng - 1020  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 66

Instrument Rating(s) - NONE

-----Narrative-----

AFTER NORMAL APCH AND LANDING THE ACFT BEGAN VIBRATING WHEN THE TAILWHEEL TOUCHED DOWN. THE ACFT BECAME UNCONTROLLABLE AS THE AIRSPEED DECREASED BELOW 30 KTS. RESULTING IN A GROUND LOOP AND DRAGGING OF A WING TIP. INVESTIGATION REVEALED THAT THE TAILWHEEL RETENTION ASS'Y WAS LOOSE. THE PLT HAD NOTICED THE ACFT WAS HARD TO TURN DURING TAXI PRIOR TO TAKEOFF AND HE ADDED AIR TO THE TIRE. NO OTHER DISCREPANCIES WERE NOTED ON THE (TAILWHEEL) ASS'Y AND IT OPERATED NORMALLY WHEN IT WAS TIGHTENED.

Brief of Accident (Continued)

File No. - 1603

4/19/85

JUNCTION, TX

A/C Reg. No. N5655N

Time (Lcl) - 1415 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, TAILWHEEL ASSEMBLY - VIBRATION
2. LANDING GEAR, TAILWHEEL ASSEMBLY - LOOSE
3. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN  
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - RUNWAY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1688      4/22/85      ABILENE, TX      A/C Reg. No. N7930G      Time (Lcl) - 1215 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation -PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1	
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0	
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL 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 - TV WX	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	ELMDALE AIRPARK
Wind Dir/Speed- 260/014 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2950/ 25
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 502
SE LAND, SE SEA	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 19
		Last 30 Days- UNK/NR
		Instrument- 76
		Last 90 Days- 38

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD LITTLE RECENT TAIL WHEEL EXPERIENCE. THE ACCIDENT OCCURRED WHILE LANDING IN A X-WIND THAT EXCEEDED EITHER OR BOTH THE ACFT'S AND PLT'S CAPABILITIES. THE ACFT GROUND LOOPED. THE LEFT WHEEL DROPPED INTO MUD BESIDE THE RWY AND SEPARATED. THE MAIN LANDING GEAR STRUT FAILED AND THE LEFT WING WAS DAMAGED.

Brief of Accident (Continued)

File No. - 1688

4/22/85

ABILENE, TX

A/C Reg. No. N7930G

Time (Lcl) - 1215 CST

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. JUDGEMENT - POOR - PILOT IN COMMAND
  3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
  4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        MAIN GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

5. LANDING GEAR, AXLE - OVERLOAD
  6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1633      5/04/85      BALMORHEA, TX      A/C Reg. No. N8083J      Time (Lc1) - 2030 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -ILLEGAL OPNS	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-601	Eng Make/Model - LYCOMING IO-540-S1A5	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5700	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	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	UNKNOWN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	HIGH VEGETATION
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
UNK/NR	Current - UNK/NR	Total - UNK/NR
	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT WAS INVOLVED IN ILLEGAL ACTIVITY WHEN IT WAS INTENTIONALLY LANDED IN AN OPEN PASTURE. DURING THE LANDING, THE ACFT VEERED LEFT AND STRUCK A 30 INCH HIGH CONCRETE CULVERT. THE GEAR COLLAPSED ON CONTACT WITH THE CULVERT. UNKNOWN PERSONNEL SUBSEQUENTLY DRUG THE ACFT WITH A VEHICLE TO A BARN. WHEN THEY ATTEMPTED TO DRAG THE ACFT INTO THE BARN, THEY TORE THE WINGS OFF AND DAMAGED THE BARN.



Brief of Accident (Continued)

File No. - 1633

5/04/85

BALMORHEA, TX

A/C Reg. No. N8083J

Time (Lc1) - 2030 CDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT  
Phase of Operation LANDING - ROLL

Finding(s)

1. OBJECT - BUILDING(NONRESIDENTIAL)
2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 COMPLETE GEAR COLLAPSED  
Phase of Operation LANDING - ROLL

Finding(s)

3. LANDING GEAR - FAILURE, TOTAL
4. LANDING GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1632      5/05/85      MCKINNEY, TX      A/C Reg. No. N732YR      Time (Lcl) - 2050 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      2

None  
1  
0

-----Aircraft Information-----

Make/Model      - CESSNA T210M  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3400  
No. of Seats      - 6

Eng Make/Model      - CONTINENTAL TS10-520-R  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 310 HP

ELT Installed/Activated - YES/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- 135/006 KTS

Visibility      - 7.0 SM

Lowest Sky/Clouds      - 8000 FT SCATTERED

Lowest Ceiling      - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DUSK

Itinerary

Last Departure Point  
LEAGUE CITY, TX

Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance      - VFR

Type Apch/Lndg      - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

MCKINNEY MUNICIPAL  
Runway Ident      - 17  
Runway Lth/Wid      - 4000/ 75  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 54

Biennial Flight Review

Current      - YES

Months Since      - 9

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 132      Last 24 Hrs - 4

Make/Model- 49      Last 30 Days- UNK/NR

Instrument- 4      Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING THE ACFT STARTED DRIFTING OFF RIGHT SIDE OF RWY. PLT STATED HE USED LEFT RUDDER AND BRAKE BUT WAS UNABLE TO CONTROL THE DRIFT. THE ACFT STOPPED AFTER THE NOSE GEAR COLLIDED WITH A DITCH AND COLLAPSED. FAA MAINTENANCE PERSONNEL INSTRUCTED PLT TO CONTACT THEM WHEN THE ACFT WAS MOVED TO A REPAIR FACILITY SO THEY COULD EXAMINE THE RECENTLY OVERHAULED NOSE GEAR ASSEMBLY FOR PROPER OPERATION OR OTHER PROBLEMS WHICH MIGHT HAVE CAUSED OR CONTRIBUTED TO THE ACCIDENT. THE ACFT WAS REPAIRED AND RETURNED TO SERVICE WITHOUT THE NOTIFICATION.

Brief of Accident (Continued)

File No. - 1632

5/05/85

MCKINNEY, TX

A/C Reg. No. N732YR

Time (Lcl) - 2050 CDT

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. LANDING GEAR, NOSE GEAR - UNDETERMINED
  2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
- 

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DITCH
- 

Occurrence #3      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2, 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1635      5/08/85      SWEETWATER, TX      A/C Reg. No. N6399L      Time (Lcl) - 1540 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - GRUMMAN AA1A	Eng Make/Model - LYCOMING O-235-C2C	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1465	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FT. WORTH, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SWEETWATER
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DESTROYED WHEN IT FLIPPED OVER DURING A FORCED LANDING FOLLOWING FUEL STARVATION. THE FUEL SELECTOR WAS POSITIONED ON AN EMPTY TANK. THE RIGHT FUEL TANK WAS FULL OF FUEL. THE PLT STATED HE MUST HAVE FORGOTTEN TO SWITCH TANKS.

Brief of Accident (Continued)

File No. - 1635

5/08/85

SWEETWATER, TX

A/C Reg. No. N6399L

Time (Lcl) - 1540 CDT

-----  
Occurrence #1            LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. FLUID, FUEL - STARVATION
  2. FUEL TANK SELECTOR POSITION - NOT USED - PILOT IN COMMAND
- 

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) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1636      5/10/85      MCKINNEY, TX      A/C Reg. No. N888K      Time (Lcl) - 1727 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	0
Accident Occurred During -TAXI					

-----Aircraft Information-----

Make/Model - CESSNA 421	Eng Make/Model - CONTINENTAL GTS10-520-D	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 8	Rated Power - 375 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	PLANO, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	AERO COUNTRY
Wind Dir/Speed- 140/011 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2950/ 40
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
UNK/NR	Current - UNK/NR	Total - UNK/NR
	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER LANDING WHILE TAXIING ON THE RWY, THE ACFT'S NOSE WHEEL STARTED BOGGING DOWN IN SOFT ASPHALT ON THE RWY. THE SOFT ASPHALT WAS PUSHED ALONG IN FRONT OF THE WHEEL UNTIL IT CAUSED ENOUGH RESISTANCE TO OVERSTRESS THE NOSE GEAR CAUSING IT TO COLLAPSE. THE ACFT'S NOSE THEN IMPACTED THE RWY RESULTING IN SUBSTANTIAL DAMAGE TO THE ACFT. THE ASPHALT HAD NOT BEEN ROLLED/PACKED ENOUGH TO SUPPORT THE WEIGHT OF THE SUBJECT ACFT.

Brief of Accident (Continued)

File No. - 1636

5/10/85

MCKINNEY, TX

A/C Reg. No. N888K

Time (Lc1) - 1727 CDT

---

Occurrence                NOSE GEAR COLLAPSED  
Phase of Operation       TAXI - FROM LANDING

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
  2. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1637      5/16/85      MORAN, TX

A/C Reg. No. N63613

Time (Lc1) - 1030 CDT

-----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				

Type of Operation            -INSTRUCTIONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During   -LANDING

Fire                                  Crew  
NONE                                Pass

-----Aircraft Information-----

Make/Model    - CESSNA 150M  
Landing Gear   - TRICYCLE-FIXED  
Max Gross Wt   - 1600  
No. of Seats   - 2

Eng Make/Model - CONTINENTAL D-200-A  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 100 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing        - UNK/NR  
Method            - UNK/NR  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed- 200/011 KTS  
Visibility        - 10.0 SM  
Lowest Sky/Clouds - 25000 FT  
Lowest Ceiling     - 25000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
FT. WORTH, TX  
Destination  
ABILENE, TX

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 - VFR  
Type of Clearance   - VFR  
Type Apch/Lndg      - PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
STUDENT

Age - 22  
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	- 25	Last 24 Hrs	- 2
Make/Model	- 25	Last 30 Days	- UNK/NR
Instrument	- 0	Last 90 Days	- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT ATTEMPTED TO MAKE A PRECAUTIONARY LANDING DUE TO HIS IMMEDIATE NEED TO USE THE BATHROOM. THERE WERE NO ACFT PROBLEMS INVOLVED. THE STUDENT USED "SOFT FIELD LANDING" TECHNIQUES AND TOUCHED DOWN ON SOFT GROUND FOR AN OFF ARPT LANDING. WHEN THE NOSE GEAR TOUCHED DOWN THE ACFT IMMEDIATELY NOSED OVER AND CAME TO REST INVERTED. A SUITABLE ARPT FOR LANDING WAS LOCATED ONLY ONE MILE FROM THE ACCIDENT SITE.



Brief of Accident (Continued)

File No. - 1637

5/16/85

MORAN, TX

A/C Reg. No. N63613

Time (Lc1) - 1030 CDT

-----  
Occurrence #1        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
  2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  3. TERRAIN CONDITION - SOFT
- 

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. - 1638

5/18/85

CROWELL, TX

A/C Reg. No. N55800

Time (Lcl) - 1200 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -BUSINESS

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

2

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-34-200

Eng Make/Model - LYCOMING IO-360-C1E6

ELT Installed/Activated - UNK/NR

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 2

Stall Warning System - YES

Max Gross Wt - 3600

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 7

Rated Power - 200 HP.

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 360/004 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

QUANAH, TX

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

FOARD COUNTRY

Runway Ident - 17

Runway Lth/Wid - 3200/ 50

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

ME LAND

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LANDED WITH A LIGHT TAIL WIND ON A 3200 FT RWY WHICH SLOPES DOWNWARD. THE BRAKES FADED AND BECAME INEFFECTIVE DUE TO HEAVY APPLICATION. A GO-AROUND WAS ATTEMPTED; HOWEVER, FLYING SPEED WAS NOT OBTAINED AND THE ACFT IMPACTED THE GROUND ABOUT 200 FT BEYOND THE END OF THE RWY.

Brief of Accident (Continued)

File No. - 1638

5/18/85

CROWELL, TX

A/C Reg. No. N55800

Time (Lc1) - 1200 CDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    LANDING

Finding(s)

1. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1639      5/21/85      SAN ANGELO, TX      A/C Reg. No. N711LL      Time (Lc1) - 1232 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			None
Type of Operation - PERSONAL	Fire	Crew 0	Serious 0	Minor 0	2	
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0	
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - MITSUBISHI MU-2B-20	Eng Make/Model - GARRETT TPE-331-1-151	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 8930	Engine Type - TURBOPROP	
No. of Seats - 9	Rated Power - 705 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	LUBBOCK, TX	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MATHIS
Wind Dir/Speed- 300/003 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6920/ 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	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - UNK/NR
ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

A PIECE OF UNIDENTIFIED EQUIPMENT REPORTEDLY WAS NOT PROPERLY SECURED DURING PREVIOUS MAINTENANCE. THE EQUIPMENT REPORTEDLY WAS MOUNTED IMMEDIATELY ABOVE THE NOSE WHEEL EXTENSION/RETRACTION MECHANISM AND MOVED DUE TO ACFT VIBRATION PREVENTING THE NOSE GEAR FROM BEING EXTENDED. A LANDING WAS MADE WITH THE MAIN GEAR DOWN AND LOCKED AND THE NOSE GEAR IN THE RETRACTED POSITION.

Brief of Accident (Continued)

File No. - 1639

5/21/85

SAN ANGELO, TX

A/C Reg. No. N711LL

Time (Lc1) - 1232 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation APPROACH

Finding(s)

1. LANDING GEAR, NOSE GEAR - JAMMED
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2 ON GROUND COLLISION WITH TERRAIN  
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1663      5/31/85      FORT WORTH, TX

A/C Reg. No. N1072Y

Time (Lcl) - 1605 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	1	0
Crew	0	0	0	0
Pass	0	0	0	0

Type of Operation -TEST FLIGHT

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAKEOFF

-----Aircraft Information-----

Make/Model - BELL 206-B

Landing Gear - SKID

Max Gross Wt - 3200

No. of Seats - 5

Eng Make/Model - ALLISON 250-C20B

Number Engines - 1

Engine Type - TURBOSHAFT

Rated Power - 317 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 130/008 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 18000 FT SCATTERED

Lowest Ceiling - 25000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

HELIDYNE

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,ATP

SE LAND,ME LAND

HELICOPTER

Age - 61

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - 206-B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 8500

Make/Model- 231

Instrument- 166

Multi-Eng - UNK/NR

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 18

Rotorcraft - 1832

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE ACFT WAS TAKING OFF ON A TEST FLT TO DETERMINE THE AFT C.G. LIMITS IN CONJUNCTION WITH AN STC MODIFICATION. AS THE ACFT WAS LIFTED OFF IN A FRONT SKIDS HIGH ATTITUDE, IT ENTERED AN UNCOMMANDED RIGHT ROLL. FULL LEFT CYCLIC WOULD NOT STOP THE ROLL AND THE ACFT ROLLED OVER. GUSTY WINDS AND MECHANICAL TURBULENCE FROM NEARBY BLDG'S CONTRIBUTED TO THE DYNAMIC ROLLOVER.

Brief of Accident (Continued)

File No. - 1663

5/31/85

FORT WORTH, TX

A/C Reg. No. N1072Y

Time (Lc1) - 1605 CDT

-----  
Occurrence #1      ON GROUND ENCOUNTER WITH WEATHER  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

3. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
- 

Occurrence #3      ROLL OVER  
Phase of Operation      TAKEOFF - GROUND RUN

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1702

6/01/85

HILLSBORO, TX

A/C Reg. No. N7595F

Time (Lcl) - 1702 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	2	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 - CHAMPION 7GCAA

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1650

No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2B

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES/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- 220/015 KTS

Visibility - 8.0 SM

Lowest Sky/Clouds - 12000 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

MCKINNEY, TX

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HILLSBORO MUNI

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 31

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 250

Make/Model- 22

Instrument- 4

Multi-Eng - 10

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD JUST TAKEN OFF ON RUNWAY 16 AT THE MUNICIPAL AIRPORT IN HILLSBORO, TX. THIS WIND, AS REPORTED BY THE PILOT WAS 220 DEGREES AT 16 KNOTS WITH GUSTS TO 22 KNOTS AND THE TEMPERATURE WAS 102 DEGREES. TWO PERSONS AND 16 GALLONS OF FUEL WERE ABOARD. AFTER CLIMBING TO ABOUT 500 FEET AGL ON RUNWAY HEADING THE PILOT BEGAN A LEFT TURN TOWARD DOWNWIND AND THE AIRCRAFT STALLED. HE RECOVERED FROM THE STALL BUT WAS UNABLE TO ARREST THE DESCENT RATE BEFORE GROUND IMPACT OCCURRED. THE SUBSEQUENT HARD LANDING COLLAPSED THE MAIN LANDING GEAR AND DESTROYED THE AIRCRAFT.



Brief of Accident (Continued)

File No. - 1702

6/01/85

HILLSBORO, TX

A/C Reg. No. N7595F

Time (Lc1) - 1702 CDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE

Occurrence #2      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5,6

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1662

6/09/85

MIDLAND, TX

A/C Reg. No. N6778X

Time (Lcl) - 1502 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Fatal	Injuries			None
	Serious	Minor		
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 310F  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 4990  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-D  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 360 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- 090/009 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - 25000 FT  
Lowest Ceiling - 25000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ANDREWS, TX  
Destination  
HOUSTON, TX

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

MIDLAND REG  
Runway Ident - 16L  
Runway Lth/Wid - 4245/ 150  
Runway Surface - CONCRETE  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
ME LAND

Age - 63

Biennial Flight Review

Current - YES  
Months Since - 13  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	2230	Last 24 Hrs -	1
Make/Model-	136		Last 30 Days-	UNK/NR
Instrument-	110		Last 90 Days-	14
Multi-Eng -	349			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON TAKEOFF, THE PLT HEARD A LOUD BANG WHEN HE CYCLED THE GEAR UP AND HE GOT A GEAR UNSAFE LIGHT. PERSONNEL ON THE GROUND ADVISED HIM THAT THE NOSE GEAR WAS HANGING DOWN AT A 45 DEGREE ANGLE, BUT THE MAINS WERE UP. THE PLT DIVERTED TO A NEARBY ARPT THAT HAD BETTER EMERGENCY EQUIPMENT. ON FINAL, THE PLT SHUT DOWN BOTH ENGS TO MINIMIZE DAMAGE. HE SUBSEQUENTLY LANDED SHORT AND SHEARED THE MAIN GEAR WHEN THE ACFT STARTED SLIDING SIDEWAYS. THE REASON FOR THE GEAR FAILURE WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 1662

6/09/85

MIDLAND, TX

A/C Reg. No. N6778X

Time (Lc1) - 1502 CDT

-----  
Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. LANDING GEAR, NOSE GEAR - MOVEMENT RESTRICTED
  2. LANDING GEAR, NOSE GEAR - UNDETERMINED
- 

Occurrence #2      UNDERSHOOT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. PROPELLER FEATHERING - INTENTIONAL - PILOT IN COMMAND
  4. PROPER GLIDEPATH - MISJUDGED - PILOT IN COMMAND
  5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, ANXIETY/APPREHENSION - PILOT IN COMMAND
- 

Occurrence #4      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1661      6/09/85      DALLAS, TX      A/C Reg. No. N7697L      Time (Lcl) - 1705 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	9
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-31-350	Eng Make/Model - LYCOMING TIO-540-J2BD	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7045	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 10	Rated Power - 350 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point ST. PETERSBURG, FL	Airport Data REDBIRD
Method - N/A	Destination DALLAS, TX	Runway Ident - 17
Completeness - N/A	ATC/Airspace	Runway Lth/Wid - 3801/ 150
Basic Weather - VMC	Type of Flight Plan - IFR	Runway Surface - ASPHALT
Wind Dir/Speed- 180/007 KTS	Type of Clearance - IFR	Runway Status - DRY
Visibility - 20.0 SM	Type Apch/Lndg - TRAFFIC PATTERN	
Lowest Sky/Clouds - 5000 FT SCATTERED	FORCED LANDING	
Lowest Ceiling - 25000 FT BROKEN		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 5981
SE LAND, ME LAND	Months Since - 4	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 36
		Last 30 Days- UNK/NR
		Instrument- 259
		Last 90 Days- 120
		Multi-Eng - 2113

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT FILED AND FLT PLANNED FOR AN OVERWATER ROUTE BETWEEN CLEARWATER, FL, AND DALLAS, TX, WHICH WAS DENIED DUE TO ATC RESTRICTIONS. ON ARRIVAL OVER NEW ORLEANS, A PLANNED RE-FUELING STOP, THE PLT DETERMINED THAT HE WOULD MAKE IT TO DALLAS. ON ARRIVAL IN THE DALLAS AREA, HE ESTIMATED THAT HE COULD NOT MAKE LOVE FIELD (DAL) AND DIVERTED TO REDBIRD ARPT (RDB). ON BASE, BOTH ENGS QUIT DUE TO FUEL EXHAUSTION. THE ACFT WAS LANDED LONG WITH THE GEAR AND FLAPS UP AND SLID OFF THE END OF THE RWY. PLT OVERFLEW AT LEAST 1 ARPT AFTER HE DECIDED TO DIVERT TO RDB.

Brief of Accident (Continued)

File No. - 1661

6/09/85

DALLAS, TX

A/C Reg. No. N7697L

Time (Lcl) - 1705 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
4. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      APPROACH - VFR PATTERN - BASE TO FINAL

Occurrence #3      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

5. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

6. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
7. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1655      7/03/85      TULIA, TX

A/C Reg. No. N71846

Time (Lc1) - 2115 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-LANDING				

Fire	Crew	0
NONE	Pass	0

-----Aircraft Information-----

Make/Model - CESSNA 182M  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2800  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 230 HP

ELT Installed/Activated - YES-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- UNK/NR  
Visibility - UNK/NR  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

SWISHER COUNTY  
Runway Ident - 18  
Runway Lth/Wid - 4900/ 60  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
STUDENT

Age - 45  
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 - 29  
Make/Model- 29  
Instrument- 0  
Last 24 Hrs - 3  
Last 30 Days- UNK/NR  
Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT, WITH 2 HRS TOTAL NIGHT EXPERIENCE, FLARED HIGH ON FINAL AND STALLED THE ACFT, WHICH SUBSEQUENTLY LANDED HARD ON THE NOSE GEAR, DURING A NIGHT PRACTICE FLT. THE PLT STATED THAT THE RED INSTRUMENT LIGHTS WOULD NOT WORK WHEN HE TURNED THEM ON. INSTEAD HE USED THE WHITE DOME LIGHT, WHICH CREATED A GLARE IN THE COCKPIT AFFECTING HIS DEPTH PERCEPTION. THE PLT FAILED TO TURN THE INSTRUMENT LIGHT RHEOSTAT FAR ENOUGH FOR ADEQUATE ILLUMINATION. THE INSTRUMENT LIGHTS OPERATED NORMALLY WHEN THEY WERE CHECKED AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1655

7/03/85

TULIA, TX

A/C Reg. No. N71846

Time (Lc1) - 2115 CDT

Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. FLARE - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
5. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2        NOSE GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

6. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1660

7/07/85

MIDLAND, TX

A/C Reg. No. N1739R

Time (Lcl) - 1845 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire NONE  
Crew Pass

-----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/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 110/013 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity  
ON AIRSTRIP

Airport Data

PRIVATE STRIP  
Runway Ident - 36  
Runway Lth/Wid - 2200 -UNK/NR  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - UNK/NR

Biennial Flight Review

Current - YES  
Months Since - 11  
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- 4
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	12
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT ON A PASS OVER THE PVT STRIP THE WIND SOCK AS INDICATING THE WIND OUT OF THE NORTH. IN ACTUALITY, MIDLAND REGIONAL ARPT WAS REPORTING THE WINDS FROM 110 DEGS AT 13 KTS. TOUCHDOWN WAS MADE AT A HIGHER THAN NORMAL AIRSPEED. THE ACFT LANDED LONG AND SUBSEQUENTLY RAN THROUGH A FENCE AT THE END OF THE RWY. THE PLT STATED THE ACFT FLOATED DURING THE FLARE DUE TO THE TAILWIND AND A LOW FUEL LOAD AND BY THE TIME HE GOT THE NOSE GEAR ON THE GROUND, HE WAS COMMITTED AND COULD NOT GO AROUND.



Brief of Accident (Continued)

File No. - 1660

7/07/85

MIDLAND, TX

A/C Reg. No. N1739R

Time (Lc1) - 1845 CDT

Occurrence #1            OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2            QN 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) 1,2,3,4,6

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident'

File No. - 1658      7/12/85      COLLEGE STATION, TX      A/C Reg. No. N5203A      Time (Lcl) - 1555 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	3
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA T210N	Eng Make/Model - CONTINENTAL TS10-520-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HILLSBORO, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HOUSTON, TX	Runway Ident - N/A
Wind Dir/Speed- 150/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - GRAVEL
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 14000
SE LAND	Months Since - 19	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 14000
		Last 30 Days- UNK/NR
		Instrument- 120
		Last 90 Days- 100

Instrument Rating(s) - NONE

-----Narrative-----

ABOUT 25 MINUTES AFTER TAKEOFF FROM A PLANNED INTERMEDIATE STOP, THE RIGHT FUEL TANK RAN DRY. AFTER SWITCHING TANKS, THE PLT DECIDED TO DIVERT TO A NEARBY ARPT TO REFUEL. DURING THE DESCENT, THE LEFT FUEL TANK RAN DRY AND THE ENG QUIT DUE TO FUEL EXHAUSTION. THE PLT PICKED OUT A DIRT ROAD AND SET UP THE APCH FOR AN EMERGENCY LANDING. WHILE ON SHORT FINAL THE PLT OBSERVED A TRUCK PULL ONTO THE ROAD AHEAD. THE PLT SUBSEQUENTLY LANDED THE ACFT ON THE NOSE GEAR, COLLAPSING IT. THE PLT DID NOT VISUALLY CHECK THE FUEL QUANTITY PRIOR TO DEPARTURE AND RELIED ON THE LINE PERSONNEL'S STATEMENT THAT THE TANKS WERE TOPPED OFF.

Brief of Accident (Continued)

File No. - 1658

7/12/85

COLLEGE STATION, TX

A/C Reg. No. N5203A

Time (Lcl) - 1555 CDT

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. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

6. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #4      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

7. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1686      7/14/85      HONDO, TX      A/C Reg. No. N46170      Time (Lcl) - 1715 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - DESCENT			0	0	0
			0	0	1
			0	0	0

-----Aircraft Information-----

Make/Model - RYAN ST3KR (PT-22)	Eng Make/Model - KENNER R-55 560	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1885	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CIBOLO, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 170/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
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 - UNK/NR	Total - 4300
SE LAND	Months Since - UNK/NR	Make/Model- 24
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 1800
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 1
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ON A X-COUNTRY FLT. NEAR THE DESTINATION THE ENG EXPERIENCED SUDDEN SEIZURE AND ALL ENG PWR WAS LOST. THE PLT ATTEMPTED AN EMERGENCY LANDING BUT COLLIDED WITH A PWR LINE WHICH RESULTED IN SUBSTANTIAL DAMAGE TO THE ACFT. THE CAUSE OF THE LOSS OF ENG PWR WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 1686

7/14/85 HONDO, TX

A/C Reg. No. N46170

Time (Lcl) - 1715 CDT

Occurrence #1 LOSS OF POWER  
Phase of Operation DESCENT - NORMAL

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. OBJECT - WIRE, TRANSMISSION
3. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1657      7/17/85      GATESVILLE, TX      A/C Reg. No. N7620E      Time (Lcl) - 1810 CDT

-----Basic Information-----

Type Operating Certificate	-NONE (GENERAL AVIATION)	Aircraft Damage					
		DESTROYED					
Type of Operation	-PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 91	IN FLIGHT	Pass	0	Serious	Minor	None
Accident Occurred During	-LANDING			0	0	1	0
				0	0	0	0

-----Aircraft Information-----

Make/Model	- BELLANCA 14-19-3	Eng Make/Model	- CONTINENTAL IO-470	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2700	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 260 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CLIFTON, TX	GATEVILLE MUNICIPAL
Wind Dir/Speed - 140/008 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3400/ 50
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision - NONE	PRECAUTIONARY LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 526
SE LAND, ME LAND	Months Since - 17	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model - 300
		Last 30 Days - UNK/NR
		Instrument - 60
		Last 90 Days - 2
		Multi-Eng - 15

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DESTROYED BY FIRE AFTER EXECUTING AN EMERGENCY LANDING FOLLOWING AN INFLIGHT FIRE AND ENG FAILURE. SHORTLY AFTER TAKEOFF THE PLT SMELLED ELECTRICAL INSULATION OVERHEATING AND NOTICED A DECREASE IN FUEL PRESSURE. FIRE BROKE OUT ON THE LEFT SIDE OF THE ENG COWL. THE ACFT WAS LANDED HARD DUE TO RESTRICTED VISIBILITY FROM SMOKE ENTERING THE COCKPIT. SUSPECT THAT THE SEAL ON THE ENG MOUNTED FUEL PUMP FAILED ALLOWING FUEL TO LEAK FROM THE PUMP HOUSING. FIRE DAMAGE TO THE PUMP PRECLUDED EXACT IDENTIFICATION OF THE FAILURE MODE.

Brief of Accident (Continued)

File No. - 1657

7/17/85

GATESVILLE, TX

A/C Reg. No. N7620E

Time (Lc1) - 1810 CDT

-----  
Occurrence #1        FIRE  
Phase of Operation   CLIMB - TO CRUISE

Finding(s)  
1. FUEL SYSTEM, PUMP - LEAK  
-----

Occurrence #2        LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation   DESCENT - EMERGENCY

Finding(s)  
2. IGNITION SYSTEM, MAGNETO - SHORTED  
-----

Occurrence #3        FORCED LANDING  
Phase of Operation   DESCENT - EMERGENCY  
-----

Occurrence #4        HARD LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)  
3. FLARE - MISJUDGED - PILOT IN COMMAND  
4.        AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN(STANDARD/REQUIREMENT), COCKPIT/WORKPLACE SMOKE/FUMES - PILOT IN COMMAND  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1683      8/02/85      KATY, TX

A/C Reg. No. N93980

Time (Lcl) - 2135 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation - PERSONAL  
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-N2C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 108 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - UNK/NR  
Wind Dir/Speed - UNK/NR  
Visibility - .500 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - 1000 FT OVERCAST  
Obstructions to Vision - UNK/NR  
Precipitation - RAIN  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
COLLEGE STATION, TX  
Destination  
HOUSTON, TX

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 20

Biennial Flight Review  
Current - YES  
Months Since - 7  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 113	Last 24 Hrs - 1
Make/Model - 62	Last 30 Days - UNK/NR
Instrument - 3	Last 90 Days - 19
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE HAD HIS DESTINATION ARPT IN SIGHT AND THEN LOST SIGHT OF IT. WHILE ATTEMPTING TO LOCATE THE ARPT THE ENG LOST PWR. HE ATTEMPTED A EMERGENCY LANDING ON AN INTERSTATE HWY 10 WEST OF HOUSTON, TX. AFTER TOUCHDOWN AND DURING ROLLOUT THE RIGHT WING COLLIDED WITH A SIGN POST. THE CAUSE OF THE LOSS OF ENG PWR WAS NOT DETERMINED. THE DESTINATION ARPT HAD ENCOUNTERED A COMPLETE LOSS OF ELECTRICAL PWR.



Brief of Accident (Continued)

File No. - 1683

8/02/85

KATY, TX

A/C Reg. No. N93980

Time (Lcl) - 2135 CDT

Occurrence #1

LOSS OF POWER

Phase of Operation

CRUISE - NORMAL

Finding(s)

1. UNDETERMINED

Occurrence #2

FORCED LANDING

Phase of Operation

DESCENT - EMERGENCY

Occurrence #3

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1685      8/09/85      DAMON, TX      A/C Reg. No. N22952      Time (Lcl) - 1415 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage								
Type of Operation -POSITIONING	DESTROYED	Fatal	0	Serious	0	Minor	1	None	0
Flight Conducted Under -14 CFR 91	Fire	Crew	0	0	0	0	0	0	0
Accident Occurred During -LANDING	NONE	Pass	0	0	0	0	0	0	0

-----Aircraft Information-----

Make/Model - BELL 206B	Eng Make/Model - ALLISON 250-C20J	ELT Installed/Activated - YES/NO
Landing Gear - 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	HOUSTON, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MATAGORDA IS., TX	Runway Ident - N/A
Wind Dir/Speed- 135/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 6939
HELICOPTER	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 61
		Rotorcraft - 6939

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT EXPERIENCED AN ENG DECELERATION TO FLT IDLE WHILE CRUISING 1000 MSL. HE AUTOROTATED INTO TREES IN A HEAVILY WOODED AREA. A SUBSEQUENT ENG DISASSEMBLY AND EXAMINATION REVEALED THE PWR CONTROL LINE, P/N 6848471-B, WAS BROKEN AT ITS ATTACHING 'B' NUT SLEEVE. THIS CAN CAUSE THE ENG TO DECELERATE TO FLT IDLE FROM A CRUISE PWR SETTING. FURTHER DISASSEMBLY REVEALED NO OTHER PROBLEM WHICH COULD CAUSE THIS TO OCCUR.

Brief of Accident (Continued)

File No. - 1685

8/09/85

DAMON, TX

A/C Reg. No. N22952

Time (Lcl) - 1415 CDT

-----  
Occurrence #1        LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, OTHER - FAILURE, TOTAL
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)

2. OBJECT - TREE(S)
  3. TERRAIN CONDITION - NONE SUITABLE
- 

Occurrence #4        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1682      8/15/85      FLOYDADA, TX      A/C Reg. No. N9964J      Time (Lcl) - 1500 CDT

-----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 -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -DESCENT

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA T188C  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2500  
No. of Seats - 1

Eng Make/Model - CONTINENTAL TS10-520-T  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 310 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 135/002 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

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 - 26

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1337

Make/Model- 414

Instrument- 4

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 153

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE FAILED TO SEE A METAL STAND PIPE IN THE COTTON FIELD. THE ACFT COLLIDED WITH THE STAND PIPE AND FLIPPED INVERTED. RESIDUE OF THE SPRAYING CHEMICAL WAS OBSERVED ON THE WINDSCREEN AFTER THE ACCIDENT. THIS RESIDUE RESTRICTED FORWARD VISIBILITY FROM THE COCKPIT.

Brief of Accident (Continued)

File No. - 1682

8/15/85

FLOYDADA, TX

A/C Reg. No. N9964J

Time (Lcl) - 1500 CDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

Finding(s)

1. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY (FOGGY)
  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. - 1681

8/17/85

LLANO, TX

A/C Reg. No. N2217G

Time (Lcl) - 0930 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-28-181

Eng Make/Model - LYCOMING O-360-A4M

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2450

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 180 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 155/010 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

DALLAS, TX

Destination

AUSTIN, TX

Airport Proximity

ON AIRPORT

Airport Data

LLANO MUNI

Runway Ident - 17

Runway Lth/Wid - 3200/ 50

Runway Surface - ASPHALT

Runway Status - DRY

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)

PRIVATE

SE LAND

Age - 38

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 - 108

Last 24 Hrs - 2

Make/Model- 9

Last 30 Days- UNK/NR

Instrument- 2

Last 90 Days- 25

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE ENTERED THE TRAFFIC PATTERN AT 2000 FT FOR A LEFT DOWNWIND TO RWY 17. HE THEN REDUCED PWR TO 1700 RPM AND PLACED THE MIXTURE CONTROL INTO THE FULL RICH POSITION. HE ASSURED THAT CARBURETOR HEAT WAS OFF AND THEN STARTED HIS DESCENT. THE ENG THEN BEGAN TO LOSE PWR AND SPUTTER. THROTTLE OPERATION GAVE SURGES OF PWR. HE SWITCHED FUEL TANK POSITIONS BUT COULD NOT GET A RESTART. THE PLT ATTEMPTED TO STRETCH HIS GLIDE TO THE RWY BUT WAS UNABLE. THE ACFT TOUCHED DOWN 200-300 YRDS SHORT OF THE RWY, COLLAPSED THE LANDING GEAR, BOUNCED AND CAME TO REST ABOUT 100 YRDS SHORT OF THE RWY. EXAMINATION BY FAA PERSONNEL REVEALED NO FUEL IN THE TANKS AND NO EVIDENCE OF AN AIRBORNE OR ON GROUND FUEL LEAK. AFTER RECOVERY OF THE WRECKAGE A FUEL SUPPLY WAS CONNECTED TO THE RIGHT HAND INLET OF THE FUEL SELECTOR VALVE. THE ENG WAS STARTED AND NOTED TO BE CAPABLE OF NORMAL OPERATION.

Brief of Accident (Continued)

File No. - 1681

8/17/85

LLANO, TX

A/C Reg. No. N2217G

Time (Lc1) - 0930 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - 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  
3. TERRAIN CONDITION - NONE SUITABLE

Occurrence #4      COMPLETE GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. FLARE - IMPROPER - PILOT IN COMMAND
5. LANDING GEAR, MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1679      8/28/85      CRYSTAL BEACH, TX      A/C Reg. No. N5573G      Time (Lcl) - 1100 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

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor  
0      0  
0      0

None  
1  
0

-----Aircraft Information-----

Make/Model      - CESSNA 150J  
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      - VMC  
Wind Dir/Speed-      UNK/NR  
Visibility      - UNK/NR  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - UNK/NR  
Obstructions to Vision-      NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
ORANGE, TX  
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)  
UNK/NR

Age - UNK/NR  
Biennial Flight Review  
Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total      - UNK/NR  
Make/Model-      UNK/NR  
Instrument-      UNK/NR  
Multi-Eng      - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft      - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PLT REPORTEDLY WAS DELIVERING THE ACFT TO CRYSTAL BEACH, TX, FROM ITS HOME BASE AT ORANGE COUNTY AIRPORT, TX. THE PILOT REPORTEDLY CALL THE OWNER AND TOLD HIM HE HAD BENT THE ACFT UPON LANDING AT CRYSTAL BEACH. HE WAS TOLD BY THE OWNER TO WAIT AT THE ACFT AND HE (THE OWNER) WOULD BE RIGHT THERE. UPON HIS ARRIVAL, THE PLT COULD NOT BE FOUND AND HIS WHEREABOUTS IS UNKNOWN. THE CIRCUMSTANCES AND CONDITIONS SURROUNDING THE ACCIDENT ARE ALSO UNKNOWN.



Brief of Accident (Continued)

File No. - 1679

8/28/85

CRYSTAL BEACH, TX

A/C Reg. No. N5573G

Time (Lc1) - 1100 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING

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. - 1677      9/11/85      ANGLETON, TX      A/C Reg. No. N2022G      Time (Lcl) - 0930 CDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-DHL AIRWAYS, INC.	SUBSTANTIAL					
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	Fatal	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	1	0
Accident Occurred During	-CRUISE						

-----Aircraft Information-----

Make/Model	- BELL 206L-1	Eng Make/Model	- ALLISON 250-C28B	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3000	Engine Type	- TURBOSHAFT		
No. of Seats	- 7	Rated Power	- 435 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	HOUSTON, TX
Completeness	- N/A	Destination
Basic Weather	- VMC	ANGLETON, TX
Wind Dir/Speed	- 180/006 KTS	ATC/Airspace
Visibility	- UNK/NR	Type of Flight Plan
Lowest Sky/Clouds	- 500 FT SCATTERED	- NONE
Lowest Ceiling	- 3300 FT BROKEN	Type of Clearance
Obstructions to Vision	- NONE	- NONE
Precipitation	- NONE	Type Apch/Lndg
Condition of Light	- DAYLIGHT	- NONE

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP, CFI	Current	- UNK/NR	Total - 9066
SE LAND, ME LAND	Months Since	- UNK/NR	Make/Model - 900
HELICOPTER, GLIDER	Aircraft Type	- UNK/NR	Instrument - 1148
			Multi-Eng - 2700
			Last 24 Hrs - 1
			Last 30 Days - UNK/NR
			Last 90 Days - 9
			Rotorcraft - 4050

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PLT HAD DESCENDED TO VERY LOW ALT (10-15 FEET ABOVE GROUND LEVEL) DURING VFR WEATHER CONDITIONS WHILE STILL SEVERAL MILES FROM HIS DESTINATION ARPT AND IMPACTED AN ELECTRICAL POWER LINE. HE MADE A PRECAUTIONARY LANDING AND RENDERED FIRST AID TO HIS NON-REVENUE PASSENGER. HE EXAMINED THE ACFT DAMAGE, THEN TOOK OFF AGAIN AND DELIVERED THE PASSENGER TO THE HOSPITAL. THIS WAS A NON-SCHEDULED, AIR TAXI, CARGO FLT.

Brief of Accident (Continued)

File No. - 1677

9/11/85

ANGLETON, TX

A/C Reg. No. N2022G

Time (Lc1) - 0930 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. VISUAL LOOKOUT - INADEQUATE - 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. - 1732      9/21/85      LUBBOCK, TX      A/C Reg. No. N93729      Time (Lcl) - 1005 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LUBBOCK, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	LOCAL	
Wind Dir/Speed- 010/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 6.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 400 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 850
SE LAND,ME LAND	Months Since - 6	Make/Model- 612
	Aircraft Type - UNK/NR	Instrument- 61
		Multi-Eng - 15
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 463
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT EXPERIENCED TOTAL ENGINE FAILURE WHEN A CONNECTING ROD BOLT FAILED AND CAUSED THE ENGINE TO LOCK UP. HE WAS CLIMBING IN IMC WEATHER CONDITIONS WHEN THIS OCCURRED. HE WAS RADAR VECTORED TOWARD HIS DESTINATION AIRPORT. HE BROKE OUT OF THE CLOUDS AT ABOUT 300 FEET ABOVE THE GROUND AND ONE AND A HALF MILES FROM THE AIRPORT AND FORCE LANDED IN A MUDDY COTTON FIELD. THE AIRCRAFT FLIPPED INVERTED WHEN THE NOSE GEAR MADE CONTACT WITH THE SOFT GROUND. MAINTENANCE RECORDS REVEALED THE ENGINE HAD BEEN TOP OVERHAULED THREE TIMES DURING ITS LIFE BUT HAD NEVER BEEN MAJOR OVERHAULED.

Brief of Accident (Continued)

File No. - 1732

9/21/85

LUBBOCK, TX

A/C Reg. No. N93729

Time (Lcl) - 1005 CDT

-----  
Occurrence #1            LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation    CLIMB

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
  2. ENGINE ASSEMBLY,CONNECTING ROD - UNDETERMINED
- 

Occurrence #2            FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3            NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1654

9/24/85

SANDERSON, TX

A/C Reg. No. N9937B

Time (Lcl) - 1930 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	1

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAKEOFF

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 182A

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 3200

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- 160/002 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

ODESSA, TX

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity  
ON AIRSTRIP

Airport Data

TERRELL COUNTY

Runway Ident - 16

Runway Lth/Wid - 3000/ 25

Runway Surface - DIRT

Runway Status - DRY  
HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 32

Biennial Flight Review

Current - YES

Months Since - 15

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 617 Last 24 Hrs - 1

Make/Model- 138 Last 30 Days- UNK/NR

Instrument- 12 Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

ON LANDING, THE PLT NOTICED A QUANTITY OF BRUSH ON THE RWY, HOWEVER, HE DID NOT THINK IT WOULD BE AN OBSTACLE TO HIS INTENDED TAKEOFF AND THEREFORE DID NOT REMOVE IT. DURING TAKEOFF, THE LEFT MAIN GEAR STRUCK THE BRUSH CAUSING THE PLT TO LOSE CONTROL OF THE ACFT, WHICH VEERED OFF THE RWY AND NOSED OVER. THE ACCIDENT OCCURRED ON A REMOTE PRIVATE RANCH STRIP.

Brief of Accident (Continued)

File No. - 1654

9/24/85

SANDERSON, TX

A/C Reg. No. N9937B

Time (Lc1) - 1930 CDT

-----  
Occurrence #1      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - GROUND RUN  
1. UNSAFE/HAZARDOUS CONDITION - NOT CORRECTED - PILOT IN COMMAND  
2.      IMPROPER DECISION, COMPLACENCY - PILOT IN COMMAND  
-----

Occurrence #2      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)  
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND  
-----

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) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1653      10/03/85      ODESSA, TX      A/C Reg. No. N92755      Time (Lcl) - 1645 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Injuries	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During -LANDING			0	0	0	0	

-----Aircraft Information-----

Make/Model - CESSNA 182N	Eng Make/Model - CONTINENTAL O-470-B	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ODESSA, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ODESSA SCHLEMEYER
Wind Dir/Speed- 200/010 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5700/ 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	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 37
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 13
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

DURING TOUCH-&-GO LANDING PRACTICE ON HER SECOND SOLO TRAINING FLIGHT, THE STUDENT PLT MADE A HARD LANDING. THE NOSE GEAR STRUT WAS DRIVEN UPWARD THROUGH THE FIREWALL AND THE PROP WAS DAMAGED. THE ACFT BOUNCED/PORPOISED THREE TIMES & CAME TO REST OFF THE LEFT SIDE OF THE RWY.



Brief of Accident (Continued)

File No. - 1653

10/03/85

ODESSA, TX

A/C Reg. No. N92755

Time (Lcl) - 1645 CDT

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
  2. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
- 

Occurrence #2        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  4. RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1652      10/05/85      EL PASO, TX

A/C Reg. No. N35JW

Time (Lc1) - 1755 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	1

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - BEECHCRAFT K35  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2900  
No. of Seats - 5

Eng Make/Model - CONTINENTAL IO-470-C  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 250 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - IN PERSON  
Completeness - FULL  
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  
MIDLAND, TX  
Destination  
EL PASO, TX

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - VFR  
Type Apch/Lndg - TRAFFIC PATTERN  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

EL PASO INTERNATIONAL  
Runway Ident - 26L  
Runway Lth/Wid - 9000/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 61

Biennial Flight Review

Current - YES  
Months Since - 20  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	623	Last 24 Hrs	-	4
Make/Model	-	313	Last 30 Days	-	UNK/NR
Instrument	-	43	Last 90 Days	-	39

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HIS STRAIGHT-IN LANDING FINAL APCH WAS SMOOTH. THE AIRSPEED HAD DECREASED FROM 80 TO 65 KTS & THE ACFT'S WHEELS WERE ONLY INCHES ABOVE THE RWY WHEN THE RIGHT WING SUDDENLY LIFTED AND CAUSED THE ACFT TO VEER LEFT AND TOUCH DOWN ON THE DIRT BESIDE THE RWY. WIND WAS LIGHT AND VARIABLE WITH NO REPORTED GUSTS. THE PLT STATED THAT HE EITHER ENCOUNTERED AN UNSEEN "DUST DEVIL" ON THE RWY OR GOT INTO THE THE VORTEX TURBULENCE OF A LIGHT TWIN ENGINE ACFT (TYPE UNKNOWN) WHICH HAD JUST DEPARTED FROM THE SAME RWY.

Brief of Accident (Continued)

File No. - 1652

10/05/85

EL PASO, TX

A/C Reg. No. N35JW

Time (Lcl) - 1755 CDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - TURBULENCE
  2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2        DRAGGED WING, ROTOR, POD, OR FLOAT  
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. - 1650      10/12/85      HOUSTON, TX      A/C Reg. No. N49958      Time (Lcl) - 1400 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-INSTRUCTIONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	1	0
Accident Occurred During	-LANDING		Pass 0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 12.0 SM</p> <p>Lowest Sky/Clouds - 3000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data ANDRAU</p> <p>Runway Ident - 16</p> <p>Runway Lth/Wid - 4750/ 50</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - UNK/NR	Total - 480
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 242
	Aircraft Type - UNK/NR	Instrument- 73
		Multi-Eng - 10
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 64

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT WAS INSTRUCTED TO FOLLOW THROUGH WITH HIS LEFT HAND ON THE CONTROLS DURING THE TAKEOFF. AFTER LIFTOFF THE CFI FELT THAT THE ACFT WAS CLIMBTING TOO STEEPLY. HE TOLD THE STUDENT TO GET OFF THE CONTROLS, THINKING THAT HE WAS APPLYING TOO MUCH BACK PRESSURE. THE CFI STILL FELT THAT THE ACFT WAS CLIMBING TOO STEEPLY AND A PRECAUTIONARY LANDING WAS MADE. AFTER TOUCHDOWN THE ACFT OVERRAN THE REMAINING RWY AND GRASS AREA BEYOND THE RWY AND COLLIDED WITH A DITCH BEFORE COMING TO A STOP. NO MECHANICAL FAILURE OR MALFUNCTION OF THE ACFT'S CONTROL SYSTEM WAS DISCOVERED ACCORDING TO INFORMATION RECEIVED FROM THE PLT AT A LATER DATE.

Brief of Accident (Continued)

File No. - 1650

10/12/85

HOUSTON, TX

A/C Reg. No. N49958

Time (Lcl) - 1400 CDT

Occurrence #1      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1736      8/10/85      BULLFROG BASIN,UT      A/C Reg. No. N2187F      Time (Lc1) - 1030 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	2
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA U-206	Eng Make/Model - CONTINENTAL IO-520-A	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 - 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	LONGMONT,CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LAS VEGAS,NV	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	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 - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 346
SE LAND	Months Since - 7	Make/Model- 88
	Aircraft Type - C-150	Instrument- 10
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 8
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS FLYING ON A VFR X-COUNTY FLT WHEN HE ALLOWED THE RT FUEL TANK TO RUN DRY WHICH RESULTED IN ENG STOPPAGE. AFTER SWITCHING FUEL AN ATTEMPTED ENG RESTARTED WAS UNSUCCESSFUL. THE SUBSEQUENT FORCED LNDG RESULTED IN SUBSTANTIAL DAMAGE TO THE ACFT.

Brief of Accident (Continued)

File No. - 1736

8/10/85

BULLFROG BASIN,UT

A/C Reg. No. N2187F

Time (Lc1) - 1030 MDT

Occurrence #1

Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
3. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND
4. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

Occurrence #2

FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3

NOSE OVER

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION
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

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. - 1752

8/23/85

WOODS CROSS,UT

A/C Reg. No. N711JK

Time (Lcl) - 0650 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
Pass	0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - MITCHELL/BEDE BD-4  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2500  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 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- VARIABLE/005 KTS  
Visibility - UNK/NR  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
WOODS CROSS,UT  
Destination  
WOODS CROSS,UT

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 - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
NONE

Age - 57  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - EXPIRED  
Flight Time (Hours)

Total	- 860	Last 24 Hrs - UNK/NR
Make/Model-	600	Last 30 Days- UNK/NR
Instrument-	0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED AFTER THE ENG QUIT DURING TAKEOFF. THE ACFT HIT THE GROUND OFF THE ARPT IN A LEFT DESCENDING BANK WHICH COLLAPSED THE LEFT LNDG GEAR. INVESTIGATION REVEALED CORROSION OF THE CARBURETOR FLOAT BOWL. THE PLT WAS USING AUTO FUEL. THE FUEL TANKS HAD BEEN REPAIRED FOR LEAKS. THE PLT SAID THAT HE WAS NOT ABLE TO DRAIN ALL FUEL WITH THE DRAINS AS INSTALLED. THERE WERE NO FUEL DRAINS IN THE OUTBOARD SECTION OF THE WING TANKS, WHICH IS THE LOWEST POINT IN THE FUEL TANKS.



Brief of Accident (Continued)

File No. - 1752

8/23/85

WOODS CROSS,UT

A/C Reg. No. N711JK

Time (Lc1) - 0650 MDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - WATER
  2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INITIATED - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        MAIN GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR,MAIN GEAR - OVERLOAD
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1784      10/09/85      FILLMORE,UT      A/C Reg. No. N3339V      Time (Lcl) - 1020 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -MANEUVERING

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

0

0

Injuries

Serious

1

1

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model      - BEECH 35  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2250  
No. of Seats      - 4

Eng Make/Model - CONTINENTAL E-185-11-8

Number Engines - 1

Engine Type      - RECIPROCATING-CARBURETOR

Rated Power      - 185 HP

ELT Installed/Activated - YES-UNK/NR

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL

Basic Weather      - IMC  
Wind Dir/Speed- 310/007 KTS  
Visibility      - .500 SM

Lowest Sky/Clouds      -  
Lowest Ceiling      - 200 FT OBSCURED

Obstructions to Vision- FOG

Precipitation      - UNK/NR

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

DELTA,CO

Destination

RIALTO,CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

FILLMORE

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 - 27

Biennial Flight Review

Current      - YES

Months Since      - 5

Aircraft Type      - 35

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 160

Make/Model- 160

Instrument- 2

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DEPARTED DELTA, UT ON A VFR X-C FLT AFTER BEING ADVISED BY FSS THAT VFR WAS NOT RECOMMENDED DUE TO IMC CONDITIONS ON THE PROPOSED ROUTE OF FLT. HE FLEW INTO AN AREA OF RISING TERRAIN, ENCOUNTERED IMC WX CONDITIONS, ATTEMPTED TO REVERSE COURSE AND COLLIDED WITH THE TERRAIN.

Brief of Accident (Continued)

File No. - 1784

10/09/85

FILLMORE,UT

A/C Reg. No. N3339V

Time (Lc1) - 1020 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - FOG
4. WEATHER EVALUATION - DISREGARDED - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
7. WEATHER CONDITION - RAIN
8. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

9. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6,8

Factor(s) relating to this accident is/are finding(s) 1,3,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1674

8/24/85

MORRISVILLE, VT

A/C Reg. No. N3568C

Time (Lc1) - 1630 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	2

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 170B  
Landing Gear - TAILWHEEL-ALL 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/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- VARIABLE

Visibility - 40.0 SM

Lowest Sky/Clouds - 15000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

ON AIRPORT

Airport Data

MORRISVILLE STOWE

Runway Ident - 19

Runway Lth/Wid - 2700/ 50

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 51

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 789

Make/Model- 765

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, A POST MAINTENANCE TEST FLT WAS PERFORMED ABOUT 45 MINS BEFORE THE LANDING OCCURRED. THE PLT STATED THAT HE ALLOWED THE RIGHT SEAT PASSENGER A STUDENT PLT AND OWNER OF THE CESSNA 170, TO FLY AND LAND THE ACFT. UPON LANDING THE PLT NOTICED THE NOSE OF THE ACFT WAS NOT HIGH ENOUGH AND REMINDED THE PASSENGER THAT HE WAS FLYING A TAIL DRAGGER. THE ACFT WAS HOPPING BUT UNDER DIRECTIONAL CONTROL. THE ACFT VEERED TO THE RIGHT FOLLOWED BY A GROUND LOOP. POWER WAS APPLIED AFTERWARDS BY THE PASSENGER AND THE ACFT COLLIDED WITH A PARKED GLIDER ACFT.

Brief of Accident (Continued)

File No. - 1674

8/24/85

MORRISVILLE,VT

A/C Reg. No. N3568C

Time (Lcl) - 1630 EDT

---

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

3. OBJECT - AIRCRAFT PARKED
- 

----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. - 1798      10/06/85      WEST DOVER,VT      A/C Reg. No. N9861Z      Time (Lcl) - 1015 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	1	1	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA C206	Eng Make/Model - CONTINENTAL IO-520F	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	CALDWELL,NJ	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	WEST DOVER,VT	MT. SNOW
Wind Dir/Speed- 240/015 KTS	ATC/Airspace	Runway Ident - 10
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2650/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 35000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 4154
SE LAND	Months Since - 14	Make/Model- 104
	Aircraft Type - 206	Instrument- 598
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 33

Instrument Rating(s) - NONE

-----Narrative-----

CESSNA AIRCRAFT, N9861Z OVERRAN RUNWAY 1, AT WEST DOVER, VERMONT AND LANDED ON A GOLF COURSE. THE PILOT STATED THAT WHEN THE FLIGHT WAS ABOUT 50 FEET ABOVE THE RUNWAY AND ABOUT 100 FT DOWN THE RUNWAY WINDSHEAR WAS ENCOUNTERED, PULLING THE AIRCRAFT TO THE LEFT SIDE. A GO AROUND COULD NOT BE ACCOMPLISHED SO THE LANDING WAS MADE ON THE GOLF COURSE, CAUSING SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1798

10/06/85

WEST DOVER,VT

A/C Reg. No. N9861Z

Time (Lcl) - 1015 EDT

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation       LANDING

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
  2. ABORTED LANDING - DELAYED - PILOT IN COMMAND
  3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation       APPROACH - GO-AROUND (VFR)

Finding(s)

4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #3            NOSE GEAR COLLAPSED  
Phase of Operation       LANDING

Finding(s)

6. LANDING GEAR, NOSE GEAR - OVERLOAD
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1665      7/17/85      GOOSE PRAIRIE, WA      A/C Reg. No. N70691      Time (Lcl) - 1759 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - PIPER J3-C-65	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	YAKIMA, WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - 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 - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 300
	Months Since - 13	Last 24 Hrs - 2
	Aircraft Type - J3C	Make/Model- 100
		Last 30 Days- 5
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED TREES WHILE THE PLT WAS PERFORMING LOW LEVEL PASSES OVER A BOY SCOUT CAMP. WITNESSES REPORTED THE PLT MADE THREE PASSES OVER THE CAMP AND DURING ONE OF THOSE PASSES, THE PLT DROPPED A BAG OF CANDY BARS TO THE SCOUTS. THE FOURTH, DURING WHICH THE ACFT CONTACTED TREES, WAS REPORTEDLY MADE AT A SLOW AIRSPEED.



Brief of Accident (Continued)

File No. - 1665

7/17/85

GOOSE PRAIRIE, WA

A/C Reg. No. N70691

Time (Lc1) - 1759 PDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING

Finding(s)

1. OBJECT - TREE(S)
  2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
  4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1704      8/08/85      SEATTLE, WA      A/C Reg. No. N7765K      Time (Lcl) - 2114 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
0  
0

Minor  
0  
0

None  
1  
1

-----Aircraft Information-----

Make/Model - PIPER PA-20  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1800  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - IN PERSON  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 180/015 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  
BELLINGHAM, 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

BOEING FIELD INT'L  
Runway Ident - 31  
Runway Lth/Wid - 10000/ 200  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, SE SEA

Age - 57  
Biennial Flight Review  
Current - YES  
Months Since - 12  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total - 788  
Make/Model- 467  
Instrument- 97  
Multi-Eng - 5  
Last 24 Hrs - 8  
Last 30 Days- UNK/NR  
Last 90 Days- 35

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A GROUND LOOP OCCURRED AND THE STEERING SPRING FAILED. THE AIRCRAFT'S STEERING SPRING HAD FAILED PRIOR TO THE ACCIDENT AWAY FROM A REPAIR STATION. THE PILOT MADE A TEMPORARY REPAIR THAT FAILED DURING THIS GROUND LOOP. THE PILOT STATED THAT A COMBINATION OF A GUST OF WIND AND THE BROKEN STEERING SPRING CAUSED HIS ACCIDENT.

Brief of Accident (Continued)

File No. - 1704

8/08/85

SEATTLE,WA

A/C Reg. No. N7765K

Time (Lc1) - 2114 PDT

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. LANDING GEAR, TAILWHEEL ASSEMBLY - PREVIOUS DAMAGE
  2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - SELECTED - PILOT IN COMMAND
  3. IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND
  4. WEATHER CONDITION - GUSTS
  5. MAINTENANCE, ADJUSTMENT - INADEQUATE - PILOT IN COMMAND
  6. MATERIAL DEFECT (INADEQUATE QUALITY OF MATERIAL) - PILOT IN COMMAND
  7. JUDGEMENT - INACCURATE - PILOT IN COMMAND
- 

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5,7

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1615

9/18/85

ORCHARDS, WA

A/C Reg. No. N93848

Time (Lcl) - 1656 PDT

-----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 -MANEUVERING

-----Aircraft Information-----

Make/Model - ENGINEERING & RESEARCH 415-C  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1260  
No. of Seats - 2

Eng Make/Model - CONTINENTAL C85-12F  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 85 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC

Itinerary

Last Departure Point  
VANCOUVER, WA  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 320/008 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 35

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 110

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 PVT PLT WAS OBSERVED EXECUTING A WINGS LEVEL PULL-UP FROM A DIVE DURING WHICH, THE WITNESS REPORTED, THE WING TIPS BEGAN FLUTTERING. IMMEDIATELY THEREAFTER, BOTH WINGS SEPARATED IN POSITIVE OVERLOAD. VISUAL METEOROLOGICAL CONDITIONS EXISTED IN THE AREA OF THE ACCIDENT AND WINDS WERE LIGHT WITH NO REPORTED TUBULENCE. THERE WAS NO EVIDENCE OF ANY PRE-EXISTING WEAKNESS IN THE SPAR STRUCTURE AT THE SEPARATION POINT. THE CONDITION NECESSITATING THE PLT'S PULL-UP MANEUVER COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 1615

9/18/85

ORCHARDS,WA

A/C Reg. No. N93848

Time (Lc1) - 1656 PDT

-----  
Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      MANEUVERING

Finding(s)

1. PULL-UP - INITIATED - PILOT IN COMMAND
  2. WING,SPAR - SEPARATION
  3. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
- 

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      DESCENT - UNCONTROLLED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1673      9/20/85      BRINNON,WA

A/C Reg. No. N51698

Time (Lcl) - 2028 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -INSTRUCTIONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During    -CRUISE

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

	Fatal	Serious	Minor	None
Crew	2	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model    - CESSNA 172PII  
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/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing        - FSS  
Method            - TELEPHONE  
Completeness      - PARTIAL,LMTD BY PILOT  
Basic Weather      - VMC  
Wind Dir/Speed-    020/006 KTS  
Visibility         - 8.0    SM  
Lowest Sky/Clouds   - 3700 FT  
Lowest Ceiling     - 3700 FT BROKEN  
Obstructions to Vision- HAZE  
Precipitation      - RAIN SHOWERS  
Condition of Light   - NIGHT(DARK)

Itinerary

Last Departure Point  
SEATTLE,WA  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance   - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident        - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status       - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 59  
Biennial Flight Review  
Current            - YES  
Months Since      - 18  
Aircraft Type      - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total              - 360  
Make/Model-        38  
Instrument-         46  
Last 24 Hrs - 0  
Last 30 Days- 4  
Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

ACFT COLLIDED WITH VERTICAL ROCK FACE IN MOUNTAINOUS TERRAIN 32 MINS AFTER TAKEOFF ON NIGHT VFR INSTRUMENT INSTRUCTION FLT, 31 MI WEST OF POINT OF DEPARTURE. RADAR TRK SHOWS ACFT PROCEEDED NW FOR 14 MINS, REVERSED COURSE FOR 4 MINS, THEN HEADED DUE WEST INTO MOUNTAINOUS TERRAIN. ELEV OF THE CRASH SITE WAS 3700 FT. CLOUD BASES IN THE AREA (SEA LEVEL) WERE REPORTED TO BE 3000 TO 4000 FT WITH 8 MILES VIS, SCATTERED RAIN SHOWERS AND HAZE. A MOUNTAIN RESCUE TEAM REPORTED ON-SITE CONDITION OF THE WRECKAGE INDICATED COLLISION OCCURRED WITH THE ACFT IN LEVEL CRUISE FLT. THE ACFT WAS DESTROYED BY IMPACT FORCES AND POST-IMPACT FIRE EXCEPT FOR THE OUTER WING PANELS AND EMPENNAGE. THE ACFT WAS NOT DME EQUIPPED AND AN INSTRUMENT TRAINING HOOD WAS ON BOARD.

Brief of Accident (Continued)

File No. - 1673

9/20/85

BRINNON,WA

A/C Reg. No. N51698

Time (Lc1) - 2028 PDT

---

Occurrence #1      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      CRUISE

Finding(s)

1. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
  2. IN-FLIGHT PLANNING/DECISION - INATTENTIVE - PILOT IN COMMAND(CFI)
  3. BECAME LOST/DISORIENTED
  4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  5. LIGHT CONDITION - DARK NIGHT
  6. WEATHER CONDITION - CLOUDS
  7. COMM/NAV EQUIPMENT, DISTANCE MEASURING EQPT(DME) - INOPERATIVE
  8. PROPER ALTITUDE - NOT MAINTAINED -
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,8

Factor(s) relating to this accident is/are finding(s) 4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1672      9/22/85      RIDGEFIELD,WA      A/C Reg. No. N84844      Time (Lc1) - 1230 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - AERONCA 7AC	Eng Make/Model - CONTINENTAL C-85	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 85 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	BRUSH PRARIE,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - 250
	Months Since - N/A	Make/Model- 90
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STALLED AT AN ALT OF APRX 15 AGL AND CONTACTED THE TERRAIN HARD DURING A LANDING AT A PVT AIRSTRIP. THE ACFT DOES NOT HAVE A STALL WARNING SYSTEM. THE PLT STATED THAT HE SHOULD HAVE MAINTAINED A PROPER AIRSPEED.



Brief of Accident (Continued)

File No. - 1672

9/22/85

RIDGEFIELD,WA

A/C Reg. No. N84844

Time (Lcl) -- 1230 PDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING

Finding(s)

1. WARNING SYSTEM(OTHER) - LACK OF
2. AIRSPEED(VS) - EXCEEDED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1712

6/17/85

BOSCOBEL, WI

A/C Reg. No. N18382

Time (Lcl) - 1200 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries	0	0	0	1
Crew	0	0	0	0
Pass	0	0	0	0

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Fire  
NONE

-----Aircraft Information-----

Make/Model - BEECH V35B  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3400  
No. of Seats - 5

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 - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 270/010 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ELROY, WI  
Destination  
SAME AS ACC/INC

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - STRAIGHT-IN

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 54

Biennial Flight Review

Current - YES  
Months Since - 6  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2715	Last 24 Hrs	- 1
Make/Model-	1681	Last 30 Days-	UNK/NR
Instrument-	268	Last 90 Days-	34
Multi-Eng	- 59		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENGINE FAILED ON FINAL APPROACH. THE AIRCRAFT DID NOT CLEAR A WOODED AREA RESULTING IN AN UNCONTROLLED DESCENT.  
THE CAMSHAFT HAD FAILED AT THE NUMBER 1 JOURNAL OIL GROOVE.

Brief of Accident (Continued)

File No. - 1712

6/17/85

BOSCOBEL,WI

A/C Reg. No. N18382

Time (Lc1) - 1200 CDT

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Occurrence #1            LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. ENGINE ASSEMBLY,CAMSHAFT - FATIGUE
  2. MAINTENANCE - IMPROPER - MANUFACTURER
- 

Occurrence #2            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

3. OBJECT - TREE(S) -
- 

Occurrence #3            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

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-----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. - 1608      7/05/85      FOND DU LAC,WI      A/C Reg. No. N8219S      Time (Lc1) - 1925 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 - CESSNA 150F	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HENDERSON,KY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FOND DU LAC,WI	Runway Ident - N/A
Wind Dir/Speed- 310/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 1500 FT THIN BKN	Type of Clearance - NONE	Runway Status - RUBBER DEPOSITS
Lowest Ceiling - 1500 FT BROKEN	Type Apch/Lndg - FORCED LANDING	SOFT
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 280
SE LAND	Months Since - 9	Last 24 Hrs - 4
	Aircraft Type - C-150	Make/Model- 280
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER IN SOFT TERRAIN 1/4 MILE SHORT OF THE RWY AT FON DU LAC ARPT FOLLOWING A TOTAL LOSS OF PWR. THE FLT DEPARTED HENDERSON, KY, AT 1510 CDT WITH 26 GALLONS OF FUEL AND THE PWR LOSS OCCURRED AT 1925 CDT, 4 HRS AND 15 MINS AFTER DEPARTURE. POST ACCIDENT INSPECTION DISCLOSED NO EVIDENCE OF FUEL ON BOARD THE ACFT.

Brief of Accident (Continued)

File No. - 1608

7/05/85

FOND DU LAC, WI

A/C Reg. No. N8219S

Time (Lc1) - 1925 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. FUEL SUPPLY - EXCEEDED - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - 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 - SOFT

-----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. - 1602      7/14/85      APPLETON,WI      A/C Reg. No. N4137F      Time (Lcl) - 1155 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	4
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-32R-300	Eng Make/Model - LYCOMING TIO-540-K1G5D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRSTRIP
Method - ACFT RADIO	NASHVILLE,TN	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WISCONSIN INT'L SPEEDWAY
Wind Dir/Speed- 080/006 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 926
SE LAND	Months Since - 18	Make/Model- 723
	Aircraft Type - UNK/NR	Instrument- 155
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 77

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE PLT APPLIED BRAKES DURING A FULL STOP LANDING, THE RIGHT BRAKE FAILED. THE PLT THEN MANEUVERED THE ACFT OFF THE PAVED LANDING SURFACE IN AN ATTEMPT TO GET IT TO ROLL TO A STOP. THE RIGHT LANDING GEAR STRUT COLLAPSED. THE ACFT THEN SLID INTO A FENCE AND STOPPED. AN EXAMINATION OF THE RIGHT BRAKE ASS'Y REVEALED EXTREMELY THIN INNER AND OUTER BRAKE PADS. SOME PORTIONS OF THE PADS WERE WORN COMPLETELY AWAY. FURTHER EXAMINATION REVEALED THAT THE O RING SEAL AROUND EACH BRAKE CYLINDER WAS PROTRUDING FROM THE CYLINDER ASS'Y. THE RIGHT TIRE EXHIBITED HEAVY HYDRAULIC FLUID STAINING. A LOGBOOK ENTRY OF 1/25/85 STATED THAT THE BRAKE LININGS AND SEALS FOR BOTH BRAKES WERE REPLACED DURING THAT INSPECTION.

Brief of Accident (Continued)

File No. - 1602

7/14/85

APPLETON,WI

A/C Reg. No. N4137F

Time (Lc1) - 1155 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - WORN
2. LANDING GEAR,NORMAL BRAKE SYSTEM - PRESSURE TOO LOW
3. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND  
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,PARTIAL

Occurrence #3 ON GROUND COLLISION WITH TERRAIN  
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1601      7/15/85      OCONOMOWOC, WI      A/C Reg. No. N8877F      Time (Lcl) - 1930 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      -DESCENT

Fire      Crew      Fatal  
NONE      Pass      0

-----Aircraft Information-----

Make/Model      - HUGHES 269A  
Landing Gear      - SKID  
Max Gross Wt      - 1550  
No. of Seats      - 2

Eng Make/Model      - LYCOMING HIO-360-A1A  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 180 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      - 300/012 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision      - NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
OCONOMOWOC, WI  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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, ME LAND  
HELICOPTER

Age      - 42  
Biennial Flight Review  
Current      - YES  
Months Since      - 24  
Aircraft Type      - 269A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 604	Last 24 Hrs	- 5
Make/Model	- 300	Last 30 Days	- UNK/NR
Instrument	- 14	Last 90 Days	- 115
Multi-Eng	- 39	Rotorcraft	- 300

Instrument Rating(s)      - NONE

-----Narrative-----

THE HELICOPTER CONTACTED A CORN CROP AND CAME TO REST INVERTED DURING AN AERIAL APPLICATION FLT. THE PLT STATED, 3 PASSES WERE MADE OVER THE FLD BEING SPRAYED AND AFTER A TURN TO BEGIN THE 4TH PASS, THE HELICOPTER SETTLED WITH PWR CONTACTING THE CROP.



Brief of Accident (Continued)

File No. - 1601

7/15/85

OCONOMOWOC, WI

A/C Reg. No. N8877F

Time (Lc1) - 1930 CDT

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation       MANEUVERING - AERIAL APPLICATION

Finding(s)

1. COLLECTIVE - EXCESSIVE - PILOT IN COMMAND
  2. JUDGEMENT - POOR - PILOT IN COMMAND
  3. PERFORMANCE DATA - NOT UNDERSTOOD - 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. - 1703      7/26/85      FOND DU LAC,WI      A/C Reg. No. N5604V      Time (Lcl) - 2300 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -APPROACH

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

-----Aircraft Information-----

Make/Model      - HOWARD AIRCRAFT DGA-15P  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 4425  
No. of Seats      - 5

Eng Make/Model      - P&W R-985 SERIES  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 450 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 270/007 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  
SIOUX CITY,IA  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

FON DU LAC COUNTY  
Runway Ident      - 36  
Runway Lth/Wid      - 5000/ 75  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
ATP  
SE LAND,ME LAND  
HELICOPTER

Age - 61

Biennial Flight Review

Current      - YES  
Months Since      - 17  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 23000	Last 24 Hrs	- 12
Make/Model-	570	Last 30 Days-	UNK/NR
Instrument-	3300	Last 90 Days-	22
Multi-Eng	- 21400	Rotorcraft	- 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD ACCURSED APRX 12 HRS OF FLYING TIME ON THE DAY OF THE ACCIDENT. DURING THE FINAL LANDING THE ACFT TOUCHED DOWN AT THE RWY MID-POINT AND BOUNCED. THE ACFT THEN STRUCK A RWY LIGHT AND VEERED OFF THE RWY PAVED SURFACE INTO SOFT SOD. THE PLT ATTEMPTED TO GO AROUND BUT THE SOFT SURFACE CAUSED SLOW ACCELERATION. SHORTLY AFTER BREAKING GROUND THE ACFT ATRUCK LOCALIZER ANTENNA POLES OFF THE END OF THE RWY AND FELL TO THE GROUND.

Brief of Accident (Continued)

File No. - 1703

7/26/85

FOND DU LAC, WI

A/C Reg. No. N5604V

Time (Lc1) - 2300 CDT

Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. JUDGEMENT - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, PHYSIOLOGICAL CONDITION - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, FATIGUE - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, FATIGUE (FLIGHT AND GROUND SCHEDULE) - PILOT IN COMMAND

Occurrence #2        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH - GO-AROUND (VFR)

Finding(s)

6. RECOVERY FROM BOUNCED LANDING - NOT ATTAINED - PILOT IN COMMAND
7. DESIGN STRESS LIMITS OF AIRCRAFT - INITIATED - PILOT IN COMMAND
8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

9. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,8,9

Factor(s) relating to this accident is/are finding(s) 7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1706

7/30/85

DEHAVAN, WI

A/C Reg. No. N5191N

Time (Lcl) - 0730 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 - POSITIONING

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - BOEING E-75

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 4400

No. of Seats - 1

Eng Make/Model - P&W R-985

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 450 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- 050/006 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds -

Lowest Ceiling - 15000 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

SWAN AIRSTRIP

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, SE SEA, ME SEA

GLIDER

Age - 42

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 22177

Make/Model- 1002

Instrument- 1282

Multi-Eng - 1275

Last 24 Hrs - 7

Last 30 Days- UNK/NR

Last 90 Days- 300

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LNDG AFTER THE ENG QUIT. THE PLT SAID HE RAN OUT OF FUEL.

Brief of Accident (Continued)

File No. - 1706

7/30/85

DELAVAN, WI

A/C Reg. No. N5191N

Time (Lc1) - 0730 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. AIRCRAFT SERVICE - IMPROPER - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - NONE SUITABLE
7. TERRAIN CONDITION - NONE SUITABLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1695

8/06/85

WHITEWATER, WI

A/C Reg. No. N8229L

Time (Lc1) - 1520 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	2

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - TAKEOFF

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172H  
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/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 260/005 KTS  
Visibility - 11.0 SM  
Lowest Sky/Clouds - 5000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
OSHKOSH, WI  
Destination  
WHITEWATER, WI

Airport Proximity  
ON AIRPORT

Airport Data

GUTZMER'S TWIN OAKS  
Runway Ident - 18  
Runway Lth/Wid - 2500/ 140  
Runway Surface - GRASS/TURF  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 38

Biennial Flight Review

Current - YES  
Months Since - 16  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 161	Last 24 Hrs - 1
Make/Model- 161	Last 30 Days- UNK/NR
Instrument- 12	Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT HE PLANNED TO USE MAX PERFORMANCE TAKEOFF PROCEDURES OUT OF THE OWNER'S MANUAL FOR THE TAKEOFF. AFTER BRAKE RELEASE THE ACFT BEGAN TO ROLL DOWN THE SOD RWY. ACCELERATION CONTINUED, BUT ACCORDING TO THE PLT, HIS AIRSPEED INCREASE SEEMED SLUGGISH. AT 60 MPH AND 3/4 OF THE WAY DOWN THE RWY HE BEGAN ABORT PROCEDURES. BEFORE HE COULD GET THE ACFT STOPPED, IT RAN OFF THE END OF THE RWY AND INTO A DIRT EMBANKMENT. THE PLT LATER STATED THAT HE WOULD HAVE LIKED TO HAVE USED SOME KIND OF SOFT FIELD TAKEOFF, BUT THE OWNER'S MANUAL ONLY DESCRIBED NORMAL AND MAXIMUM PERFORMANCE TAKEOFF TECHNIQUES. THIS ACCIDENT OCCURRED ON RWY 18, WHICH IS 2500 FT LONG. AMBIENT AIR TEMPERATURE AT THE TIME OF THE ACCIDENT WAS 82 DEGS F.

Brief of Accident (Continued)

File No. - 1695

8/06/85

WHITEWATER, WI

A/C Reg. No. N8229L

Time (Lc1) - 1520 CDT

Occurrence #1            OVERRUN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - TEMPERATURE EXTREMES
2. PERFORMANCE DATA - INACCURATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
4. ABORT - DELAYED - PILOT IN COMMAND

Occurrence #2            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

5. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1693      3/11/85      CHARLESTON, WV      A/C Reg. No. N1625H      Time (Lcl) - 1817 EST

-----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 2	2	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - CESSNA 177RG	Eng Make/Model - LYCOMING IO-360-A1B6D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	TETERBORO, NJ	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	KANAWHA
Wind Dir/Speed- 150/007 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6302/ 150
Lowest Sky/Clouds - 6000 FT	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 6000 FT OVERCAST	Type Apch/Lndg - ASR	Runway Status - N/A
Obstructions to Vision- NONE	STRAIGHT-IN	
Precipitation - RAIN	FORCED LANDING	
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1075
SE LAND	Months Since - 10	Make/Model- 86
HELICOPTER	Aircraft Type - C-177RG	Instrument- 120
		Last 24 Hrs - 4
		Last 30 Days- 12
		Last 90 Days- 24
		Rotorcraft - 644

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PLT FILED AN IFR FLT PLAN BEFORE OBTAINING THE EN ROUTE WX. HE THEN REVISED THE FLT PLAN BY EXTENDING THE PLANNED FLT FROM WASHINGTON, DC, (DULLES) TO CHARLESTON, WV. THE PLT DID NOT OBTAIN WX INFO PERTINENT TO REVISED FLT PLAN. THE PLT WAS UNFAMILIAR WITH THE CESSNA 177RG HANDBOOK AND UNDERESTIMATED FUEL ON BOARD. HE ALSO DID NOT RELY ON FUEL GAGES OR PERFORM FUEL CALCULATIONS WHILE EN ROUTE. POSSIBLE REFUELING POINTS WERE OVERFLOWN. THE ACFT CONTACTED TREES 1 MILE FROM THE DESTINATION ARPT, 4 HRS AND 17 MINS AFTER TAKEOFF. THE FLT PLAN WAS FILED FOR 3 HRS AND 20 MINS. ONLY 3 OZS OF FUEL WERE FOUND IN THE FUEL SYSTEM AT THE ACCIDENT SITE. THE HANDBOOK LISTS 1 GALLON OF FUEL AS BEING UNUSABLE.



Brief of Accident (Continued)

File No. - 1693

3/11/85

CHARLESTON, WV

A/C Reg. No. N1625H

Time (Lcl) - 1817 EST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. FLUID, FUEL - EXHAUSTION
6. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

7. LIGHT CONDITION - DUSK
8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
9. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1754      7/02/85      LEWISBURG,WV      A/C Reg. No. N9818K      Time (Lc1) - 1815 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	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 -MANEUVERING

Fire  
NONE

-----Aircraft Information-----

Make/Model - STINSON 108-2  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2400  
No. of Seats - 4

Eng Make/Model - FRANKLIN 64A-165-BB  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 165 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 210/006 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - 2500 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
WHITE SULPHUR,WV  
Destination  
RAVENSWOOD,WV

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - DIRT  
Runway Status - DRY  
SOFT

FORCED LANDING

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND,ME LAND

Age - 35  
Biennial Flight Review  
Current - YES  
Months Since - 3  
Aircraft Type - PA-23

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 2200  
Make/Model- 30  
Instrument- 156  
Multi-Eng - 250  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 267

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT LOST POWER IN CRUISE FLIGHT SHORTLY AFTER TAKEOFF. DESCENT WAS BEGUN TO A FIELD FOLLOWED BY ENGINE QUITTING. DURING THE TURN TO FINAL, PILOT SAID, LEFT WING STALLED RESULTING IN HARD LANDING ON LEFT WHEEL AND LEFT WING. LATER, FUEL CAP VENTS WERE FOUND BLOCKED BY MUD DAUBER NESTS.

Brief of Accident (Continued)

File No. - 1754

7/02/85

LEWISBURG, WV

A/C Reg. No. N9818K

Time (Lc1) - 1815 EDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

1. FUEL SYSTEM,CAP - BLOCKED(TOTAL)
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FUEL SYSTEM,VENT - BLOCKED(TOTAL)
4. AIRCRAFT SERVICE - INATTENTIVE - PILOT IN COMMAND
5. FUEL SYSTEM,VENT - FOREIGN OBJECT
6. FLUID,FUEL - STARVATION

Occurrence #2      HARD LANDING  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1800      10/27/85      PARKERSBURG,WV      A/C Reg. No. N48987      Time (Lcl) - 2046 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -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 SERIES  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 110 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 330/004 KTS  
Visibility - 12.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - 6000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
BALTIMORE,MD  
Destination  
CINCINNATI,OH

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - VFR  
Type Apch/Lndg - TRAFFIC PATTERN  
FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

WOOD COUNTY  
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 - 45  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)		
Total	-	229
Last 24 Hrs	-	UNK/NR
Last 30 Days	-	UNK/NR
Last 90 Days	-	8

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT EXPERIENCED A TOTAL LOSS OF POWER DUE TO FUEL EXHAUSTION WHILE ON A BASELEG FOR LANDING. THE PILOT ELECTED TO LAND IN A CORN FIELD APPROX 1.5 MILES SHORT OF THE RUNWAY BECAUSE HE DID NOT THINK HE COULD MAKE IT TO THE RUNWAY. THE PLT WAS RETURNING HOME TO CINCINNATI, OH FROM BALTIMORE, MD.

Brief of Accident (Continued)

File No. - 1800

10/27/85

PARKERSBURG, WV

A/C Reg. No. N48987

Time (Lcl) - 2046 EST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - CROP

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1



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