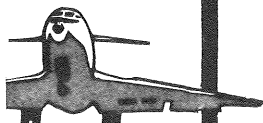


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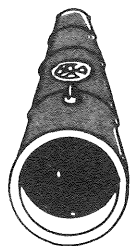
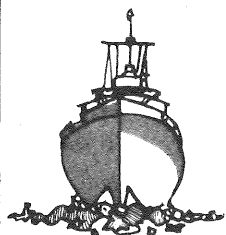
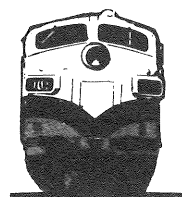


NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 10, 1985 ACCIDENTS**



NTSB / AAB-86 / 24



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UNITED STATES GOVERNMENT

TECHNICAL REPORT DOCUMENTATION PAGE

| | | | |
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| 1. Report No. NTSB/AAB-86/24 | 2. Government Accession No. PB86-916924 | 3. Recipient's Catalog No. | |
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| 7. Author(s) | | 8. Performing Organization Report No. | |
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| 12. Sponsoring Agency Name and Address NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594 | | 13. Type of Report and Period Covered Approximately 200 General Aviation and Air Carrier Accidents Occurring in 1985 in Brief Format | |
| | | 14. Sponsoring Agency Code | |
| 15. Supplementary Notes | | | |
| 16. Abstract <p>This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1985. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.</p> <p style="text-align: center;">File Numbers: 1801 through 2000</p> | | | |
| 17. Key Words Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather | | 18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161 | |
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FOREWORD

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

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

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

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

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

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

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

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

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AIRCRAFT ACCIDENTS

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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

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CALENDAR YEAR 1985

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| File Number ----- | Aircraft Regist. ----- | Date ----- | Location ----- | Make ----- | Aircraft Model ----- | Injury Index ----- | Page ----- |
|-------------------------|------------------------------|---------------|-------------------|---------------|----------------------------|--------------------------|---------------|
| 1801 | 757MC | 102585 | MARIETTA, GA | CESSNA | 152 | NONE | 126 |
| 1802 | 6712G | 122185 | MENDENHALL, MS | CESSNA | 150 | SERIOUS | 206 |
| 1803 | 51182 | 110885 | CUMMING, GA | CESSNA | 150J | NONE | 128 |
| 1804 | 601PC | 110685 | SYLACAUGA, AL | PIPER | AEROSTAR 6 | NONE | 44 |
| 1805 | 26207 | 100685 | SAWYER, ND | GRUMMAN | AA-5A | NONE | 224 |
| 1806 | 9614S | 100185 | CORTEZ, CO | CHAMPION | 7GCAA | NONE | 92 |
| 1807 | 22R | 101985 | GOODLAND, KS | PITTS | S1C | NONE | 162 |
| 1808 | 4065D | 031785 | ARLINGTON, TX | BALLOON WORK | FIREFLY 7 | SERIOUS | 310 |
| 1809 | 217BG | 061585 | ERWINNA, PA | GROB | G-103-II A | NONE | 298 |
| 1810 | 95515 | 092985 | LOPEZ ISLAND, WA | TAYLORCRAFT | BC12-D | NONE | 364 |
| 1811 | 7991P | 090385 | FLORENCE, SC | PIPER | PA-24-250 | NONE | 306 |
| 1812 | 761SU | 041985 | DENTON, TX | CESSNA | T-210-NII | SERIOUS | 312 |
| 1813 | 7694A | 090985 | ISSAQUAH, WA | CESSNA | 180 | NONE | 358 |
| 1814 | 7798X | 100685 | MEDFORD, OR | CESSNA | 172 | MINOR | 286 |
| 1815 | 58012 | 091485 | ATLANTA, ID | BELL | 206BII | MINOR | 136 |
| 1816 | 49282 | 081885 | INDEPENDENCE, OR | CESSNA | 152 | NONE | 278 |
| 1817 | 3729N | 072985 | AUBURN, WA | BEECHCRAFT | B-35 | NONE | 350 |
| 1818 | 210AG | 092385 | MARLBORO, NJ | CESSNA | P210N | NONE | 228 |
| 1819 | 7380S | 082285 | SNOHOMISH, WA | CESSNA | 182P | NONE | 352 |
| 1820 | 6429S | 091585 | DANBURY, CT | BEECH | BE-55 | NONE | 94 |
| 1821 | 2960B | 080685 | DOYLESTOWN, PA | PIPER | PA-28-161 | NONE | 300 |
| 1822 | 24278 | 092985 | DELTA, OH | CESSNA | 152 | NONE | 270 |
| 1823 | 52202 | 092485 | FERNLY, NV | CESSNA | 172 | MINOR | 242 |
| 1824 | 77HT | 042585 | AFTON, OK | BEECH | A-36 | NONE | 274 |
| 1825 | 3635G | 090485 | YERINGTON, NV | STOLT-ADAMS | STARDUSTER | NONE | 240 |

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|-------------------------|------------------------------|---------------|--------------------|---------------|----------------------------|--------------------------|---------------|
| 1826 | 761VV | 083085 | CAMANO ISLAND, WA | CESSNA | T210-M | MINOR | 354 |
| 1827 | 2160L | 091785 | PACIFIC OCEAN, OF | BELL | 206B | SERIOUS | 260 |
| 1828 | 8245D | 092685 | ONTARIO, OR | BEECH | J35 | NONE | 284 |
| 1829 | 40920 | 082385 | FERGUS FALLS, MN | PIPER | PA-36-285 | NONE | 194 |
| 1830 | 100FG | 080785 | MOLINE, IL | CESSNA | 402B | NONE | 146 |
| 1831 | 2350Y | 080685 | RED LAKE FALLS, MN | PIPER | PA-36-300 | MINOR | 192 |
| 1832 | 4774D | 092185 | VANCOUVER, WA | CESSNA | 182A | NONE | 362 |
| 1833 | 8291J | 091685 | VALE, OR | VARGA | 2150A | NONE | 280 |
| 1834 | 4346T | 080685 | COLD MEADOWS, ID | PIPER | PA-28-235 | MINOR | 134 |
| 1835 | 8062V | 092285 | KLAMATH FALLS, OR | CESSNA | 180 | NONE | 282 |
| 1836 | 5584E | 100585 | FALL CITY, WA | CESSNA | 150 | MINOR | 366 |
| 1837 | 4520B | 071185 | SONORA, TX | GRUMMAN GULF | AA5B | NONE | 340 |
| 1838 | 5473C | 070685 | KNIPPA, TX | CESSNA | T-210 | MINOR | 338 |
| 1839 | 99169 | 062585 | GEORGETOWN, TX | ICA BRASHOV | IS-28-B-2 | NONE | 328 |
| 1840 | 1991Z | 061685 | GIRARD, TX | CESSNA | 150 | NONE | 326 |
| 1841 | 9660F | 053085 | LAKE WORTH, TX | HUGHES | 300 | NONE | 320 |
| 1842 | 36RA | 053085 | DALHART, TX | GRUMMAN | G-164A-600 | NONE | 322 |
| 1843 | 8614H | 050685 | BASILE, LA | GRUMMAN | G-164A-450 | NONE | 170 |
| 1844 | 9907P | 052885 | CHENEYVILLE, LA | PIPER | PA-36-400 | MINOR | 172 |
| 1845 | 2384Z | 051185 | WILLOW CITY, TX | BEECH | M-23 | NONE | 318 |
| 1846 | 4050W | 042985 | EL PASO, TX | PIPER | PA-32-300 | NONE | 316 |
| 1847 | 300SW | 042885 | AMARILLO, TX | BOEING | 737-300 | MINOR | 314 |
| 1848 | 5545N | 082685 | RENO, NV | CESSNA | 182R | NONE | 238 |
| 1849 | 4576J | 101885 | COLUMBIA, PA | PIPER | PA-28R-180 | NONE | 302 |
| 1850 | 3191H | 101185 | STERLING, MA | ERCOUPE | 415-D | MINOR | 178 |

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|-------------------------|------------------------------|--------------|---------------------|--------------|----------------------------|--------------------------|--------------|
| 1851 | 73SD | 101285 | OCEAN CITY, NJ | MOONEY | M20C | NONE | 230 |
| 1852 | 27689 | 103185 | MANSFIELD, MO | BELL | 206L-1 | FATAL | 202 |
| 1853 | 9135Y | 100785 | OPA LOCKA, FL | PIPER | PA-31-310 | NONE | 120 |
| 1854 | 22198 | 081985 | ST. THOMAS, VI | CESSNA | 172M | FATAL | 346 |
| 1855 | 5445S | 111385 | FAYETTEVILLE, AR | CESSNA | 337B | FATAL | 48 |
| 1856 | 84857 | 050985 | LEWISTOWN, MT | CONSOLIDATED | PBY-5A | FATAL | 208 |
| 1857 | 6490V | 083085 | SIMI VALLEY, CA | CESSNA | T303 | SERIOUS | 84 |
| 1858 | CFTFS | 081985 | NORTHWAY, AK | CESSNA | 210 | NONE | 10 |
| 1859 | 45293 | 100685 | ORINDA, CA | GULFSTREAM | AA-5B | FATAL | 88 |
| 1860 | 148BH | 062685 | DALLAS, TX | AEROSPATIALE | AS350D | FATAL | 330 |
| 1862 | 15420 | 042785 | OROVILLE, CA | PIPER | PA-32-300 | NONE | 66 |
| 1863 | 444LM | 050385 | LIVERMORE, CA | FAIRCHILD | SA226T | NONE | 72 |
| 1864 | 9008X | 042785 | TRACY, CA | GREER | SIDEWINDER | FATAL | 64 |
| 1865 | 5009D | 122385 | LAKE CLARK PASS, AK | CESSNA | 182 | FATAL | 38 |
| 1866 | 4941P | 080985 | RIVERTON, WY | CESSNA | 152 | NONE | 390 |
| 1867 | 86097 | 102185 | WALLACE, NC | AERONCA | 11AC | SERIOUS | 220 |
| 1868 | 202TT | 121385 | LEXINGTON, KY | BEECHCRAFT | BE-60 | NONE | 168 |
| 1869 | 7882S | 081485 | SARASOTA, FL | BELL | 206A | NONE | 100 |
| 1870 | 3801Z | 090685 | CARSON, CA | BEECH | A36TC | NONE | 86 |
| 1871 | 46871 | 101385 | SCHELLVILLE, CA | BOEING | A75N1 | FATAL | 90 |
| 1872 | 8273L | 042885 | GARBERVILLE, CA | PIPER | PA-28-181 | FATAL | 68 |
| 1873 | 1450R | 090185 | MANKATO, MN | BEECH | A36 | NONE | 196 |
| 1874 | 9960Q | 100885 | PORT HEIDEN, AK | PIPER | PA-18 | NONE | 22 |
| 1875 | 8778N | 031085 | BARLOW, OH | PIPER | PA-28-140B | SERIOUS | 262 |
| 1876 | 49446 | 100685 | PELL CITY, AL | CESSNA | 152 | NONE | 42 |

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|----------------|---------------------|--------|---------------------|----------|-------------------|-----------------|------|
| 1877 | 107MW | 111185 | BIRMINGHAM, AL | SMITH | 600 AERO S | NONE | 46 |
| 1878 | 543GT | 082885 | HAWTHORNE, FL | CESSNA | 310B | NONE | 108 |
| 1880 | 67520 | 102685 | CLINTON, IN | CESSNA | 152 | NONE | 158 |
| 1880 | 10769 | 102685 | CLINTON, IN | CESSNA | 150 | NONE | 160 |
| 1881 | 7447G | 102685 | ASHLAND, OH | CESSNA | 150L | NONE | 272 |
| 1882 | 45953 | 110585 | DULUTH, MN | CESSNA | 152II | NONE | 200 |
| 1883 | 1476W | 080785 | PICKETT, WI | BELL | 47G-5 | NONE | 374 |
| 1884 | 97MM | 120685 | SHAGELUK, AK | PIPER | PA-20 | NONE | 30 |
| 1886 | 65619 | 080885 | LANSING, IL | CESSNA | 152 | NONE | 148 |
| 1887 | 61TS | 081385 | MADISON, WI | LEAR JET | 23 | NONE | 376 |
| 1888 | 49292 | 081185 | MARLETTE, MI | CESSNA | 152 | NONE | 184 |
| 1889 | 3495F | 081285 | HILLSDALE, MI | CESSNA | 177 | NONE | 186 |
| 1890 | 2209D | 082185 | WEST CHICAGO, IL | CESSNA | 170B | NONE | 150 |
| 1891 | 8863V | 031285 | MARSHALL, MN | BELLANCA | 17-30A | NONE | 190 |
| 1892 | 2079A | 052985 | DAYTON, OH | CESSNA | 425 | SERIOUS | 264 |
| 1893 | 1345A | 072085 | BROOK, IN | BELL | 47G2A1 | FATAL | 156 |
| 1894 | 4253A | 082285 | PANAMA CITY BCH, FL | BELL | 47D1 | MINOR | 104 |
| 1895 | 7122V | 081685 | FT. MYERS, FL | MOONEY | M20F | NONE | 102 |
| 1896 | 3186D | 122785 | HOMER, AK | CESSNA | 180 | NONE | 40 |
| 1897 | 30232 | 081285 | VIEQUES, PR | CESSNA | 177 | NONE | 304 |
| 1898 | 200KH | 062885 | PEARSALL, TX | CESSNA | 182 | MINOR | 332 |
| 1899 | 8995L | 070285 | ROBINSON, TX | GRUMMAN | AA1B | MINOR | 336 |
| 1900 | 30654 | 090285 | GLANDORF, OH | CESSNA | 177 | NONE | 268 |
| 1901 | 71RD | 072785 | ANCHORAGE, AK | CESSNA | 180H | MINOR | 6 |
| 1902 | 8981N | 091485 | TOGIAC, AK | PIPER | PA-32-300 | SERIOUS | 16 |

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| 1903 | 4196N | 090285 | BLAINE, MN | RAVEN | AX-9 | SERIOUS | 198 |
| 1904 | 700DK | 092385 | WEST CHICAGO, IL | FALCON | 10 | NONE | 152 |
| 1905 | 14JK | 100685 | HARTFORD, WI | TODD | PITTS | NONE | 380 |
| 1905 | 2032 | 100685 | HARTFORD, WI | ANDERSON | MINI ACE C | NONE | 382 |
| 1906 | 55785 | 100685 | LAKE GENEVA, WI | PIPER | PA-28-180 | SERIOUS | 378 |
| 1907 | 83187 | 010985 | WHEELING, IL | PIPER | PA-32-301 | NONE | 144 |
| 1908 | 3074K | 082085 | WILMINGTON, OH | PIPER | PA-28RT-20 | FATAL | 266 |
| 1909 | 9011K | 012885 | ALEXANDRIA, MN | STINSON | 108-1 | NONE | 188 |
| 1910 | 2907L | 111485 | PIPER CITY, IL | MOONEY | M20F | NONE | 154 |
| 1912 | 90HC | 071585 | RAPID CITY, SD | CESSNA | 320F | FATAL | 308 |
| 1913 | 9533S | 122285 | ANCHORAGE, AK | BELLANCA | 7GCAA | NONE | 36 |
| 1914 | 3950C | 121385 | GARDNER, KS | CESSNA | 402B | NONE | 166 |
| 1915 | 9199C | 123085 | WENTZVILLE, MO | CESSNA | 182RG | NONE | 204 |
| 1916 | 3587V | 122185 | COY, AR | CESSNA | 140 | NONE | 50 |
| 1917 | 67248 | 123085 | DUBUQUE, IA | BEECH | C23 | NONE | 130 |
| 1918 | 4NP | 121085 | TOPEKA, KS | PIPER | PA-31-350 | NONE | 164 |
| 1919 | 5297 | 082185 | BUCKEYE, AZ | GRUMMAN | G-164A | MINOR | 60 |
| 1920 | 65748 | 081585 | GLENDALE, AZ | CESSNA | 172P | NONE | 58 |
| 1921 | 6305K | 081385 | HAUGAN, MT | DOWNER | REP. SEABE | NONE | 216 |
| 1922 | 8473X | 062985 | FORT WORTH, TX | PIPER | PA-28RT-20 | NONE | 334 |
| 1923 | 66887 | 061685 | HOUSTON, TX | PIPER | PA-31-350 | NONE | 324 |
| 1924 | 27842 | 122985 | JUNCTION, TX | PIPER | PA-31-325 | SERIOUS | 342 |
| 1925 | 5045H | 080385 | ARCADIA, LA | CESSNA | 172 M | NONE | 174 |
| 1926 | 1868G | 081785 | FAIRBANKS, AK | CHAMPION | 7GCBC | NONE | 8 |
| 1927 | 6554X | 020185 | SPARREVOHN, AK | CESSNA | 210 | FATAL | 2 |

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| 1928 | 5323V | 020385 | FIVE POINTS, CA | HILLER | UH12E | MINOR | 62 |
| 1929 | 2073K | 091485 | RENTON, WA | LUSCOMBE | 8A | SERIOUS | 360 |
| 1930 | 2886D | 072985 | NORTHPORT, WA | CONSOLIDATED | PBY-6A | FATAL | 348 |
| 1931 | 4445A | 072985 | KETCHUM, ID | PIPER | PA-22 | FATAL | 132 |
| 1932 | 24867 | 090285 | LANGLEY, WA | CESSNA | 152 | NONE | 356 |
| 1933 | 3721H | 053185 | RIALTO, CA | MOONEY | M20J | NONE | 76 |
| 1934 | 6502L | 082885 | DAYTONA BEACH, FL | GRUMMAN AIRC | AA-1B | SERIOUS | 106 |
| 1935 | 9JK | 060285 | MIDDLETOWN, NY | SCHWEIZER | SGS-1-35 | NONE | 252 |
| 1936 | 7840S | 102785 | PLAINFIELD, WI | BELL TOMCAT | 47G-5 | FATAL | 384 |
| 1937 | 65818 | 070785 | WARRENTON, VA | SCHWEIZER | 2-33A | SERIOUS | 344 |
| 1938 | 25523 | 051385 | ATWATER, CA | CESSNA | 152 | NONE | 74 |
| 1939 | 8188L | 050685 | BULLHEAD CITY, AZ | CESSNA | 172H | MINOR | 54 |
| 1940 | 7415C | 050185 | MESA, AZ | LOCKHEED | PV-2 | NONE | 52 |
| 1941 | 1461P | 050385 | CLOVIS, CA | PIPER | PA-23 | MINOR | 70 |
| 1942 | 80GL | 061585 | UPPER LAKE, CA | OTIS G. LYON | MARQUART C | NONE | 80 |
| 1943 | 8489U | 060985 | ORACLE, AZ | CESSNA | 150 | MINOR | 56 |
| 1944 | 3005J | 040785 | WILLISTON, ND | SWEARINGEN | SA-227-AC | NONE | 222 |
| 1945 | 5069Q | 010185 | EDGEWOOD, NM | CESSNA | 310N | FATAL | 232 |
| 1946 | 25AB | 082385 | ANGEL FIRE, NM | BEECH | V35B | NONE | 236 |
| 1947 | 2232R | 073185 | CLOVIS, NM | PIPER | PA-28RT-20 | NONE | 234 |
| 1948 | 6375F | 072285 | MISSOULA, MT | CESSNA | 182P | NONE | 214 |
| 1949 | 8252A | 071785 | MISSOULA, MT | CESSNA | 170B | NONE | 212 |
| 1950 | 4874H | 060685 | COMPTON, CA | CESSNA | 152 | NONE | 78 |
| 1951 | 5790J | 101285 | LEBANON, OR | CESSNA | 172 | NONE | 290 |
| 1952 | 5837J | 101485 | BLY, OR | CESSNA | 182P | NONE | 292 |

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| File Number ----- | Aircraft Regist. ----- | Date ---- | Location ----- | Make ----- | Aircraft Model ----- | Injury Index ----- | Page ----- |
|-------------------------|------------------------------|--------------|---------------------|---------------|----------------------------|--------------------------|---------------|
| 1953 | 1162Z | 101385 | IONE, WA | MOONEY | 231 | MINOR | 368 |
| 1954 | 35533 | 101285 | PANACA, NV | PIPER | PA-31-350 | MINOR | 246 |
| 1955 | 124RS | 111685 | IDAHO FALLS, ID | CESSNA | 421C | NONE | 140 |
| 1956 | 1585V | 100885 | CALLVILLE BAY, NV | CESSNA | 172 M | FATAL | 244 |
| 1958 | 9623S | 100585 | OAKLEY, ID | CHAMPION | 7GCAA | FATAL | 138 |
| 1959 | 90342 | 082785 | WRIGHTSTOWN, NJ | SMITH | AEROSTAR 6 | NONE | 226 |
| 1960 | 58181 | 112485 | BROOKS, OR | HUGHES | 269C | NONE | 296 |
| 1961 | 73208 | 121285 | KIMBERLY, ID | BELL | 47G-3B | SERIOUS | 142 |
| 1962 | 9893M | 112685 | CARSON CITY, NV | CESSNA | 182P II | SERIOUS | 250 |
| 1963 | 4871G | 052385 | NORTH BEND, OR | CESSNA | 172 | FATAL | 276 |
| 1964 | 5051C | 103085 | N.BATTLE MOUN., NV | BELLANCA | 7GCBC | FATAL | 248 |
| 1965 | 72PR | 101585 | LONG ISLAND, AK | GRUMMAN | G21A | NONE | 24 |
| 1966 | 4702A | 101785 | PULLMAN, WA | CESSNA | 152 | NONE | 370 |
| 1966 | 3231V | 101785 | PULLMAN, WA | CESSNA | 150 | NONE | 372 |
| 1967 | 67113 | 101685 | REEDSPORT, OR | HILLER | UH-12D | NONE | 294 |
| 1968 | 24977 | 101185 | ONTARIO, OR | CESSNA | 152 | NONE | 288 |
| 1969 | 6817H | 071285 | COLUMBUS, MT | PIPER | J3C-65 | FATAL | 210 |
| 1971 | 84284 | 092185 | BAXLEY, GA | CESSNA | A188B | NONE | 124 |
| 1972 | 54103 | 092585 | CANADA FALLS LK, ME | CESSNA | 172P | NONE | 182 |
| 1973 | 39714 | 101485 | NORWOOD, MA | WACO | UPF-7 | MINOR | 180 |
| 1974 | 6135P | 092985 | DANSVILLE, NY | CESSNA | 152 | NONE | 258 |
| 1975 | 109MD | 062185 | SPRING VALLEY, NY | CESSNA | R-182RG | MINOR | 254 |
| 1976 | 15805 | 081885 | PROVINCETOWN, MA | PIPER | PA-32-300 | NONE | 176 |
| 1977 | 2387P | 091585 | MADISON, CT | PIPER | PA-38-112 | NONE | 96 |
| 1978 | 90773 | 082485 | RONKONKOMA, NY | ROBINSON HEL | R22 | NONE | 256 |

File Order Listing - Issue No. 10, 1985

| File Number ----- | Aircraft Regist. ----- | Date ----- | Location ----- | Make ----- | Aircraft Model ----- | Injury Index ----- | Page ----- |
|-------------------------|------------------------------|---------------|---------------------|---------------|----------------------------|--------------------------|---------------|
| 1979 | 7474P | 070885 | PEACHTREE CITY, GA | PIPER | PA-24-250 | NONE | 122 |
| 1980 | 8460M | 052185 | CHARLESTON, WV | PIPER | PA-28-181 | FATAL | 386 |
| 1982 | 47994 | 081685 | YANCEYVILLE, NC | PIPER | PA-28-181 | MINOR | 218 |
| 1983 | 4195Y | 083085 | PROCTOR, WV | BELLANCA | 8KCAB | FATAL | 388 |
| 1984 | 2878F | 070785 | EGEGIK, AK | DOUGLAS | DC-6A | MINOR | 4 |
| 1985 | 8429E | 090485 | MOORE HAVEN, FL | BELL HELICOP | 47G-2 | NONE | 114 |
| 1986 | 8015X | 090485 | EVERGLADES CITY, FL | PIPER AIRCRA | PA-28-161 | NONE | 112 |
| 1987 | 88AR | 080185 | OCHOPEE, FL | BELL HELICOP | 47G-2 | NONE | 98 |
| 1988 | 15887 | 090685 | PENSACOLA, FL | NORTH AMERIC | T-2C | NONE | 116 |
| 1988 | 6177K | 090685 | PENSACOLA, FL | CESSNA | 150 | NONE | 118 |
| 1989 | 84046 | 090385 | NEW SMYRNA BCH, FL | AERONCA | 7AC | NONE | 110 |
| 1991 | 7773K | 121585 | WASILLA, AK | PIPER | PA-20 | NONE | 32 |
| 1994 | 9676H | 092785 | PORT ALSWORTH, AK | CESSNA | A185F | NONE | 20 |
| 1995 | 3339R | 102785 | ANCHORAGE, AK | CESSNA | 182L | SERIOUS | 26 |
| 1996 | 7440K | 092285 | FEATHER RIVER, AK | PIPER | PA-20 | NONE | 18 |
| 1997 | 1237A | 120285 | FISHTRAP LAKE, AK | PIPER | PA-18 | NONE | 28 |
| 1998 | 417GP | 082585 | MT PALMER, AK | CESSNA | 180H | FATAL | 14 |
| 1998 | 38588 | 082585 | MT. PALMER, AK | PIPER | J5A | FATAL | 12 |
| 1999 | 7305V | 072085 | SAN ANDREAS, CA | BELLANCA | 17-30 | SERIOUS | 82 |
| 2000 | 4520F | 122085 | ALEKNAGIK, AK | CESSNA | 185 | NONE | 34 |

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 10 OF 1985 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1927 2/01/85 SPARREVOHN,AK A/C Reg. No. N6554X Time (Lcl) - 1500 AST

-----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 | 1 | 0 | 0 |
| Accident Occurred During - DESCENT | | | 0 | 0 | 0 |

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

| | | |
|-------------------------------------|--------------------------------------|----------------------------------|
| Make/Model - CESSNA 210 | Eng Make/Model - CONTINENTAL IO-470E | 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 - 260 HP | |

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

| | | |
|---------------------------------------|---------------------------|----------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - FSS | Last Departure Point | OFF AIRPORT/STRIP |
| Method - IN PERSON | ANCHORAGE,AK | |
| Completeness - FULL | Destination | Airport Data |
| Basic Weather - VMC | BETHEL,AK | Runway Ident - N/A |
| Wind Dir/Speed- 150/011 KTS | ATC/Airspace | Runway Lth/Wid - N/A |
| Visibility - 40.0 SM | Type of Flight Plan - VFR | Runway Surface - N/A |
| Lowest Sky/Clouds - 5000 FT SCATTERED | Type of Clearance - NONE | Runway Status - N/A |
| Lowest Ceiling - 9000 FT BROKEN | Type Apch/Lndg - UNK/NR | |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

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

| | | |
|--------------------------|------------------------|---|
| Pilot-In-Command | Age - 40 | Medical Certificate - VALID MEDICAL-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 |
| | | Last 30 Days- UNK/NR |
| | | Instrument- UNK/NR |
| | | Last 90 Days- UNK/NR |
| | | Rotorcraft - UNK/NR |
| | | Multi-Eng - UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIMARY CAUSE OF THIS ACCIDENT WAS THE PILOT'S INABILITY TO SEE AND AVOID OBSTRUCTING TERRAIN. SINCE THE ACCIDENT OCCURRED IN FEBRUARY, THE MOUNTAINS WERE COVERED WITH SNOW AND ON AN OVERCAST DAY AND WITH THE REPORTED FOG, THE PILOT IN COMMAND EITHER FLEW INTO THE FOG, THE CLOUDS OR A WHITEOUT CONDITION. THE ACFT COLLIDED WITH RISING TERRAIN DURING DESCENT.

Brief of Accident (Continued)

File No. - 1927

2/01/85

SPARREVOHN,AK

A/C Reg. No. N6554X

Time (Lc1) - 1500 AST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
2. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
3. VFR FLIGHT INTO IMC - IMPROPER - PILOT IN COMMAND
4. METEOROLOGICAL SERVICE - INADEQUATE - NWS PERSONNEL
5. WEATHER CONDITION - OBSCURATION
6. METEOROLOGICAL SERVICE - INADEQUATE - OTHER GOVERNMENT PERSONNEL
7. WEATHER CONDITION - WHITEOUT
8. FUSELAGE - FOG

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

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) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1984 7/07/85 EGEIK,AK A/C Reg. No. N2878F Time (Lc1) - 0115 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
ON GROUND

| | Fatal | Serious | Minor | None |
|------|-------|---------|-------|------|
| Crew | 0 | 0 | 3 | 0 |
| Pass | 0 | 0 | 0 | 0 |

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

Make/Model - DOUGLAS DC-6A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 882000
No. of Seats - 4

Eng Make/Model - P&W R-2800-52W
Number Engines - 4
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 2400 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- 090/015 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAWN

Itinerary

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

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 - DIRT
Runway Status - WET

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

Pilot-In-Command

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

Age - 50
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - DC-6

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

| Flight Time (Hours) | |
|---------------------|----------------------|
| Total - 18640 | Last 24 Hrs - 8 |
| Make/Model- 468 | Last 30 Days- UNK/NR |
| Instrument- UNK/NR | Last 90 Days- 75 |
| Multi-Eng - UNK/NR | Rotorcraft - UNK/NR |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AIRPLANE ACCELERATED TO V 1 AND STRUCK THROUGH ON SANDY BEACH. THE NOSE PITCHED UP AND THE PILOT LOST DIRECTIONAL CONTROL. THE AIRPLANE STRUCK ADJACENT BANK CAUGHT FIRE. IT WAS TOTALLY DESTROYED.

Brief of Accident (Continued)

File No. - 1984

7/07/85

EGEGIK,AK

A/C Reg. No. N2878F

Time (Lc1) - 0115 ADT

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

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - INADEQUATE
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - DIRT BANK
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

Finding(s)

6. UNSUITABLE TERRAIN - NOT IDENTIFIED - PILOT IN COMMAND
7. PREFLIGHT PLANNING/PREPARATION - DISREGARDED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1901 7/27/85 ANCHORAGE, AK A/C Reg. No. N71RD Time (Lc1) - 2200 ADT

-----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 | 1 | 0 |
| Accident Occurred During | -TAKEOFF | NONE | Pass 0 | 0 | 0 | 1 |

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

| | | | | | |
|--------------|-----------------------|----------------|----------------------------|-------------------------|-----------|
| Make/Model | - CESSNA 180H | Eng Make/Model | - CONTINENTAL O-470 SERIES | ELT Installed/Activated | - YES/YES |
| Landing Gear | - TAILWHEEL-ALL FIXED | Number Engines | - 1 | Stall Warning System | - YES |
| Max Gross Wt | - 2800 | Engine Type | - RECIPROCATING-CARBURETOR | | |
| No. of Seats | - 4 | Rated Power | - 260 HP | | |

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

| | | | | |
|------------------------|-------------------------|----------------------|-------------------|------------|
| Weather Data | | Itinerary | Airport Proximity | |
| Wx Briefing | - NO RECORD OF BRIEFING | Last Departure Point | OFF AIRPORT/STRIP | |
| Method | - N/A | ANCHORAGE, AK | | |
| Completeness | - N/A | Destination | Airport Data | |
| Basic Weather | - VMC | GULKANA, AK | O'MALLEY | |
| Wind Dir/Speed- | CALM | | Runway Ident | - 34 |
| Visibility | - 15.0 SM | ATC/Airspace | Runway Lth/Wid | - 1800/ 70 |
| Lowest Sky/Clouds | - 8000 FT SCATTERED | Type of Flight Plan | Runway Surface | - GRAVEL |
| Lowest Ceiling | - NONE | Type of Clearance | Runway Status | - DRY |
| Obstructions to Vision | - NONE | Type Apch/Lndg | | |
| Precipitation | - NONE | | | |
| Condition of Light | - DAYLIGHT | | | |

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

| | | | |
|--------------------------|------------------------|---------------------|-----------|
| Pilot-In-Command | Age - 45 | Medical Certificate | - EXPIRED |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) | |
| COMMERCIAL | Current - YES | Total | - 1320 |
| SE LAND, ME LAND, SE SEA | Months Since - 1 | Make/Model- | 26 |
| | Aircraft Type - 180 | Instrument- | 295 |
| | | Multi-Eng - | 131 |
| | | Last 24 Hrs | - UNK/NR |
| | | Last 30 Days | - UNK/NR |
| | | Last 90 Days | - UNK/NR |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ATTEMPTED TO TAKEOFF UPHILL FROM A SHORT AIRSTRIp WITH A STEEP INCLINE DURING A NO WIND CONDITION. THE AIRPLANE DRIFTED OFF THE CENTERLINE AFTER LIFTOFF AND STRUCK THREE PARKED AIRPLANES BEFORE HITTING TREES AND TURNING OVER. UPHILL TAKOFFS ARE NOT AUTHORIZED AT THIS PRIVATELY OWNED AIRSTRIp.

Brief of Accident (Continued)

File No. - 1901

7/27/85

ANCHORAGE, AK

A/C Reg. No. N71RD

Time (Lc1) - 2200 ADT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. OBJECT - AIRCRAFT PARKED
4. OBJECT - TREE(S)
5. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

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

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 - 1926 8/17/85 FAIRBANKS, AK A/C Reg. No. N1868G Time (Lcl) - 2140 ADT

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

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

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

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

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

| | | | | | |
|------------------------|-------------------------|----------------------|---------------|-------------------|----------------|
| Weather Data | | Itinerary | | Airport Proximity | |
| Wx Briefing | - FSS | Last Departure Point | | ON AIRPORT | |
| Method | - TELEPHONE | TOK, AK | | | |
| Completeness | - WEATHER NOT PERTINENT | Destination | | Airport Data | |
| Basic Weather | - VMC | FAIRBANKS, AK | | METRO FIELD | |
| Wind Dir/Speed | - 210/005 KTS | ATC/Airspace | | Runway Ident | - 24 |
| Visibility | - 60.0 SM | Type of Flight Plan | - NONE | Runway Lth/Wid | - 4400 -UNK/NR |
| Lowest Sky/Clouds | - UNK/NR | Type of Clearance | - NONE | Runway Surface | - GRAVEL |
| Lowest Ceiling | - 4500 FT BROKEN | Type Apch/Lndg | - STRAIGHT-IN | Runway Status | - DRY |
| Obstructions to Vision | - NONE | | FULL STOP | | |
| Precipitation | - NONE | | | | |
| Condition of Light | - DUSK | | | | |

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

| | | | |
|--------------------------|------------------------|---------------------|-------------------------------|
| Pilot-In-Command | Age - 29 | Medical Certificate | - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) | |
| STUDENT | Current - N/A | Total - 13 | Last 24 Hrs - 1 |
| | Months Since - N/A | Make/Model - 13 | Last 30 Days - UNK/NR |
| | Aircraft Type - N/A | Instrument - 0 | Last 90 Days - 13 |

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING THE PLT APPLIED HARD BRAKING TO AVOID AN AIRPLANE AND ROLLED OVER.

Brief of Accident (Continued)

File No. - 1926

8/17/85

FAIRBANKS, AK

A/C Reg. No. N1868G

Time (Lc1) - 2140 ADT

Occurrence

NOSE OVER

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

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

2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1858 8/19/85 NORTHWAY, AK A/C Reg. No. NCFTFS Time (Lc1) - 1224 ADT

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

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

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

| | | |
|-------------------------------------|--------------------------------------|----------------------------------|
| Make/Model - CESSNA 210 | Eng Make/Model - CONTINENTAL O-470-3 | 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 - 260 HP | |

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

| | | |
|-------------------------------------|----------------------------------|----------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | ON AIRPORT |
| Method - N/A | TOK, AK | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | NORTHWAY, AK | NORTHWAY |
| Wind Dir/Speed- 110/004 KTS | ATC/Airspace | Runway Ident - 22 |
| Visibility - 40.0 SM | Type of Flight Plan - VFR | Runway Lth/Wid - 5130/ 100 |
| Lowest Sky/Clouds - 4000 FT | Type of Clearance - NONE | Runway Surface - ASPHALT |
| Lowest Ceiling - 4000 FT BROKEN | Type Apch/Lndg - TRAFFIC PATTERN | Runway Status - DRY |
| Obstructions to Vision- NONE | FULL STOP | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

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

| | | |
|--------------------------|------------------------|----------------------------------|
| Pilot-In-Command | Age - 52 | Medical Certificate - NO MEDICAL |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - 1000 |
| SE LAND | Months Since - 23 | Make/Model- 1000 |
| | Aircraft Type - UNK/NR | Instrument- 0 |
| | | Last 24 Hrs - 3 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

THE RIGHT MAIN GEAR COLLAPSED DURING LANDING. POST ACCIDENT EXAMINATION OF THE LANDING GEAR DISCLOSED THE REAR DOOR ACTUATOR ROD FAILED AND THE GEAR DOOR WAS BENT. THE RIGHT HAND MAIN GEAR DOWNLOCK FAILED IN AN AREA WHICH APPEARED TO HAVE BEEN PREVIOUSLY WELDED.

Brief of Accident (Continued)

File No. - 1858

8/19/85

NORTHWAY, AK

A/C Reg. No. NCFTFS

Time (Lc1) - 1224 ADT

Occurrence #1 GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, GEAR LOCKING MECHANISM - IMPROPER
2. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1998 8/25/85 MT. PALMER, AK A/C Reg. No. N38588 Time (Lcl) - 1200 ADT

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

| | | | | | |
|--|------------------------------|-------|----------|---------|-------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage DESTROYED | | Injuries | | |
| | Fire | | Fatal | Serious | Minor |
| Type of Operation - PERSONAL | NONE | Crew | 1 | 0 | 0 |
| Flight Conducted Under -14 CFR 91 | | Pass | 2 | 0 | 0 |
| Accident Occurred During -MANEUVERING | | Other | 3 | 0 | 0 |

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

| | | |
|------------------------------------|--|----------------------------------|
| Make/Model - PIPER J5A | Eng Make/Model - LYCOMING R O-290-D | ELT Installed/Activated - UNK/NR |
| Landing Gear - TAILWHEEL-ALL FIXED | Number Engines - 1 | Stall Warning System - UNK/NR |
| Max Gross Wt - 1450 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 3 | Rated Power - 125 HP | |

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

| | | |
|---------------------------------------|----------------------------|----------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | OFF AIRPORT/STRIP |
| Method - N/A | PALMER, AK | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | LOCAL | |
| Wind Dir/Speed- UNK/NR | ATC/Airspace | Runway Ident - N/A |
| Visibility - 100.0 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 - 51 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - UNK/NR | Total - 325 |
| SE LAND | Months Since - UNK/NR | Last 24 Hrs - 1 |
| | Aircraft Type - UNK/NR | Last 30 Days- 10 |
| | | Last 90 Days- 25 |
| | | Rotorcraft - UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT COLLIDED WITH CESSNA 180 AND CRASHED ON MOUNTAIN SIDE ABOUT ONE-QUARTER MILE APART. PIPER WAS SIGHTSEEING AND CESSNA WAS SPOTTING SHEEP. SCATTERED CLOUDS WERE REPORTED ABOUT 300 FEET ABOVE THE POINTS OF GROUND IMPACT.

Brief of Accident (Continued)

File No. - 1998

8/25/85

MT. PALMER, AK

A/C Reg. No. N38588

Time (Lc1) - 1200 ADT

Occurrence MIDAIR COLLISION
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - CLOUDS
4. OBJECT - ANIMAL(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1998 8/25/85 MT PALMER, AK A/C Reg. No. N417GP Time (Lcl) - 1200 ADT

-----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 2 | 0 | 0 | 0 |
| Accident Occurred During -MANEUVERING | | Other 3 | 0 | 0 | 0 |

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

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

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

| | | |
|---------------------------------------|----------------------------|----------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - FSS | Last Departure Point | OFF AIRPORT/STRIP |
| Method - TELEPHONE | ANCHORAGE, AK | |
| Completeness - PARTIAL, LMTD BY PILOT | Destination | Airport Data |
| Basic Weather - VMC | LOCAL | Runway Ident - N/A |
| Wind Dir/Speed- UNK/NR | ATC/Airspace | Runway Lth/Wid - N/A |
| Visibility - 100.0 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 - 27 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - 300 |
| SE LAND | Months Since - 17 | Make/Model- 65 |
| | Aircraft Type - 15AC | Instrument- 4 |
| | | Last 24 Hrs - 3 |
| | | Last 30 Days- 19 |
| | | Last 90 Days- 30 |

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT COLLIDED WITH PIPER J-5 AND CRASHED ON MOUNTAIN SIDE. J-5 WAS SIGHTSEEING AND CESSNA WAS SPOTTING SHEEP. TWO AIRCRAFT IMPACTED ONE-QUARTER MILE APART. SCATTERED CLOUDS WERE REPORTED ABOUT 300 FEET ABOVE THE POINTS OF GROUND IMPACT.

Brief of Accident (Continued)

File No. - 1998

8/25/85

MT PALMER, AK

A/C Reg. No. N417GP

Time (Lcl) - 1200 ADT

Occurrence MIDAIR COLLISION
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - CLOUDS
4. OBJECT - ANIMAL(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1902 9/14/85 TOGIAK, AK A/C Reg. No. N8981N Time (Lcl) - 1145 ADT

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

| | | | | | | | | |
|----------------------------|---------------------------------|-----------------|------|-------|---------|-------|------|--|
| Type Operating Certificate | COMMUTER | Aircraft Damage | | | | | | |
| Name of Carrier | -YUTE AIR ALASKA, INC. | SUBSTANTIAL | | Fatal | Serious | Minor | None | |
| Type of Operation | -NON SCHED, DOMESTIC, PAX/CARGO | Fire | Crew | 0 | 1 | 0 | 0 | |
| Flight Conducted Under | -14 CFR 135 | NONE | Pass | 0 | 1 | 0 | 0 | |
| Accident Occurred During | -CRUISE | | | | | | | |

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

| | | | | | |
|--------------|------------------------|----------------|------------------------|-------------------------|-----------|
| Make/Model | - PIPER PA-32-300 | Eng Make/Model | - LYCOMING IO-540-51A5 | ELT Installed/Activated | - YES/YES |
| Landing Gear | - TRICYCLE-RETRACTABLE | Number Engines | - 1 | Stall Warning System | - YES |
| Max Gross Wt | - 3400 | Engine Type | - RECIP-FUEL INJECTED | | |
| No. of Seats | - 4 | Rated Power | - 300 HP | | |

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

| | | | | | |
|------------------------|--------------------------|----------------------|-----------------|-------------------|-------|
| Weather Data | | Itinerary | | Airport Proximity | |
| Wx Briefing | - FSS | Last Departure Point | | OFF AIRPORT/STRIP | |
| Method | - TELEPHONE | TOGIAK, AK | | | |
| Completeness | - PARTIAL, LMTD BY PILOT | Destination | | Airport Data | |
| Basic Weather | - IMC | DILLINGHAM, AK | | Runway Ident | - N/A |
| Wind Dir/Speed | - 020/010 KTS | ATC/Airspace | | Runway Lth/Wid | - N/A |
| Visibility | - 10.0 SM | Type of Flight Plan | - COMPANY (VFR) | Runway Surface | - N/A |
| Lowest Sky/Clouds | - 300 FT SCATTERED | Type of Clearance | - NONE | Runway Status | - N/A |
| Lowest Ceiling | - 500 FT OVERCAST | Type Apch/Lndg | - NONE | | |
| Obstructions to Vision | - FOG | | | | |
| Precipitation | - RAIN | | | | |
| Condition of Light | - DAYLIGHT | | | | |

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

| | | | |
|--------------------------|------------------------|---------------------|----------------------------------|
| Pilot-In-Command | Age - 34 | Medical Certificate | - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) | |
| COMMERCIAL, ATP, CFI | Current - YES | Total - 3500 | Last 24 Hrs - UNK/NR |
| SE LAND, ME LAND | Months Since - 5 | Make/Model - 250 | Last 30 Days - UNK/NR |
| | Aircraft Type - 207 | Instrument - 180 | Last 90 Days - UNK/NR |
| | | Multi-Eng - 600 | |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT CRASHED ON MOUNTAINSIDE AFTER WX WORSENER. MARGINAL WX HAD BEEN FORECAST & PIREP ADVISED PLT THAT VFR FLT WAS NOT RECOMMENDED.

Brief of Accident (Continued)

File No. - 1902

9/14/85

TOGIAC,AK

A/C Reg. No. N8981N

Time (Lcl) - 1145 ADT

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY/OPERATOR MGMT
5. WEATHER CONDITION - CLOUDS
6. WEATHER EVALUATION - POOR - PILOT IN COMMAND
7. IMPROPER DECISION, PRESSURE - PILOT IN COMMAND
8. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
9. JUDGEMENT - POOR - PILOT IN COMMAND
10. HAZARDOUS WEATHER ADVISORY - DISREGARDED - PILOT IN COMMAND

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

Finding(s)

11. TERRAIN CONDITION - MOUNTAINOUS/HILLY
12. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
13. WEATHER CONDITION - CLOUDS
14. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
15. 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) 2,8,9,12,14,15

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6,7,10,11,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1996 9/22/85 FEATHER RIVER, AK A/C Reg. No. N7440K Time (Lcl) - 2000 ADT

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

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

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

| | | |
|------------------------------------|--|----------------------------------|
| Make/Model - PIPER PA-20 | Eng Make/Model - LYCOMING O-290-2 | ELT Installed/Activated - YES/NO |
| Landing Gear - TAILWHEEL-ALL FIXED | Number Engines - 1 | Stall Warning System - NO |
| Max Gross Wt - 1950 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 4 | Rated Power - 125 HP | |

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

| | | |
|-------------------------------------|----------------------------------|---------------------------------|
| Weather Data | Itinerary | Airport Proximity ON AIRPORT |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point NONE, AK | |
| Method - N/A | Destination FEATHER RIVER, AK | Airport Data FEATHER RIVER |
| Completeness - N/A | | Runway Ident - 13 |
| Basic Weather - VMC | ATC/Airspace | Runway Lth/Wid - 1650/ 40 |
| Wind Dir/Speed- 335/015 KTS | Type of Flight Plan - VFR | Runway Surface - GRAVEL |
| Visibility - 30.0 SM | Type of Clearance - NONE | Runway Status - DRY |
| Lowest Sky/Clouds - CLEAR | Type Apch/Lndg - TRAFFIC PATTERN | |
| Lowest Ceiling - NONE | FULL STOP | |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

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

| | | |
|--------------------------|------------------------|-------------------------------|
| Pilot-In-Command | Age - 32 | Medical Certificate - EXPIRED |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - 178 |
| SE LAND | Months Since - 10 | Last 24 Hrs - 1 |
| | Aircraft Type - PA-38 | Make/Model- 81 |
| | | Last 30 Days- UNK/NR |
| | | Instrument- 0 |
| | | Last 90 Days- 64 |

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING IN GUSTY SURFACE WIND CONDITIONS THE PILOT LOST CONTROL OF HE AIRPLANE AND TURNED OVER.

Brief of Accident (Continued)

File No. - 1996

9/22/85

FEATHER RIVER, AK

A/C Reg. No. N7440K

Time (Lcl) - 2000 ADT

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

Finding(s)

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

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

6. IMPROPER USE OF PROCEDURE - 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1994 9/27/85 PORT ALSWORTH, AK A/C Reg. No. N9676H Time (Lcl) - 1930 ADT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -AERIAL APPLICATION
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 A185F
Landing Gear - FLOAT
Max Gross Wt - 3320
No. of Seats - 2

Eng Make/Model - CONTINENTAL IO-520-D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed - 225/015 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 4000 FT BROKEN
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
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 - WATER
Runway Status - WATER - CHOPPY

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

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

Age - 22
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - 185F

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

Total - 1545 Last 24 Hrs - 4
Make/Model - 740 Last 30 Days - UNK/NR
Instrument - 29 Last 90 Days - 300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT TOOK OFF IN TURBULENT WIND CONDITIONS AND LOST CONTROL OF THE AIRPLANE; STRIKING GROUND AND UPENDING.

Brief of Accident (Continued)

File No. - 1994

9/27/85

PORT ALSWORTH, AK

A/C Reg. No. N9676H

Time (Lc1) - 1930 ADT

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - TURBULENCE
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. WIND INFORMATION - INADEQUATE - PILOT IN COMMAND
5. REMEDIAL ACTION - NOT ATTAINED - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - RISING

-----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. - 1874 10/08/85 PORT HEIDEN, AK A/C Reg. No. N9960Q Time (Lcl) - 1200 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

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

Make/Model - PIPER PA-18
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 - NO -N/A
Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/015 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command
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 - 124 Last 24 Hrs - 1
Make/Model- 124 Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- 124
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CARTWHEELED AFTER DRAGGING THE RIGHT WING DURING AN ATTEMPTED TAKEOFF FROM A GRAVEL STRIP. THE PLT REPORTED THE TAKEOFF WAS ATTEMPTED TO THE WEST WITH A 10 TO 15 MPH LEFT X-WIND. ANOTHER PERSON IN THE AREA WHEN THE ACCIDENT OCCURRED STATED THE WIND VELOCITY WAS MORE LIKE 40 KTS.

Brief of Accident (Continued)

File No. - 1874

10/08/85

PORT HEIDEN, AK

A/C Reg. No. N9960Q

Time (Lc1) - 1200 ADT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND
 3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 4. WEATHER CONDITION - HIGH WIND
 5. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1965 10/15/85 LONG ISLAND, AK A/C Reg. No. N72PR Time (Lcl) - 1210 PDT

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

| | | | | | | | |
|----------------------------|---------------------------------|-----------------|------|-------|---------|-------|------|
| Type Operating Certificate | COMMUTER | Aircraft Damage | | | | | |
| Name of Carrier | -WESTFLIGHT AVIATION | SUBSTANTIAL | | Fatal | Serious | Minor | None |
| Type of Operation | -NON SCHED, DOMESTIC, PASSENGER | Fire | Crew | 0 | 0 | 0 | 1 |
| Flight Conducted Under | -14 CFR 135 | NONE | Pass | 0 | 0 | 0 | 1 |
| Accident Occurred During | -LANDING | | | | | | |

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

| | | | | | |
|--------------|----------------|----------------|---------------|-------------------------|----------|
| Make/Model | - GRUMMAN G21A | Eng Make/Model | - P & W R-985 | ELT Installed/Activated | - YES/NO |
| Landing Gear | - AMPHIBIAN | Number Engines | - 2 | Stall Warning System | - YES |
| Max Gross Wt | - 7000 | Engine Type | - TURBOSHAFT | | |
| No. of Seats | - 7 | Rated Power | - 450 HP | | |

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

| | | | | | |
|------------------------|-------------------------|----------------------|-----------------|-------------------|------------------|
| Weather Data | | Itinerary | | Airport Proximity | |
| Wx Briefing | - NO RECORD OF BRIEFING | Last Departure Point | | OFF AIRPORT/STRIP | |
| Method | - N/A | KETCHIKAN, AK | | | |
| Completeness | - N/A | Destination | | Airport Data | |
| Basic Weather | - VMC | LONG ISLAND, AK | | NONE | |
| Wind Dir/Speed | - 060/015 KTS | ATC/Airspace | | Runway Ident | - N/A |
| Visibility | - 30.0 SM | Type of Flight Plan | - COMPANY (VFR) | Runway Lth/Wid | - N/A |
| Lowest Sky/Clouds | - UNK/NR | Type of Clearance | - NONE | Runway Surface | - WATER |
| Lowest Ceiling | - 3000 FT OVERCAST | Type Apch/Lndg | - FULL STOP | Runway Status | - WATER - CHOPPY |
| Obstructions to Vision | - NONE | | | | |
| Precipitation | - NONE | | | | |
| Condition of Light | - DAYLIGHT | | | | |

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

| | | | |
|----------------------------------|------------------------|---------------------|----------------------------------|
| Pilot-In-Command | Age - 29 | Medical Certificate | - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) | |
| COMMERCIAL, ATP, CFI | Current - YES | Total - 8750 | Last 24 Hrs - 8 |
| SE LAND, ME LAND, SE SEA, ME SEA | Months Since - 5 | Make/Model - 1150 | Last 30 Days - UNK/NR |
| | Aircraft Type - UNK/NR | Instrument - 114 | Last 90 Days - 360 |
| | | Multi-Eng - 1250 | |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE LANDING WITH THREE TO FOUR FOOT SWELLS AND WHEN THE AIRCRAFT WAS COMING OFF THE STEP, A WAVE STRUCK THE HORIZONTAL STABILIZER AND ELEVATOR CAUSING SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1965

10/15/85

LONG ISLAND, AK

A/C Reg. No. N72PR

Time (Lc1) - 1210 PDT

Occurrence MISCELLANEOUS/OTHER
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WATER, ROUGH
2. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1995 10/27/85 ANCHORAGE, AK A/C Reg. No. N3339R Time (Lcl) - 1412 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

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

Eng Make/Model - CONTINENTAL D-470-R
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 - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 030/008 KTS
Visibility - 90.0 SM

Lowest Sky/Clouds - 6000 FT SCATTERED

Lowest Ceiling - 12000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ANCHORAGE, AK

Destination
KENAI, AK

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 54

Biennial Flight Review

Current - UNK/NR

Months Since - 0

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 60

Make/Model- 60

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT STALLED AND CRASHED INTO TREES AT TAKEOFF END OF PRIVATE AIRSTRIP. SEVERAL WITNESSES REPORTED SEEING BIG PIECES OF CRUSTED SNOW AND ICE FLYING OFF THE AIRCRAFT DURING THE TAKEOFF RUN AND CLIMB. TAKEOFF WAS MADE UP HILL CONTRARY TO PUBLISHED PROCEDURES.

Brief of Accident (Continued)

File No. - 1995

10/27/85

ANCHORAGE, AK

A/C Reg. No. N3339R

Time (Lc1) - 1412 AST

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

Finding(s)

1. TERRAIN CONDITION - UPHILL
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY. - PILOT IN COMMAND
4. ICE/FROST REMOVAL FROM AIRCRAFT - INADEQUATE - PILOT IN COMMAND
5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1997 12/02/85 FISHTRAP LAKE, AK A/C Reg. No. N1237A Time (Lcl) - 1615 AST

-----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-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING O-290-O
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 125 HP

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

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

Weather Data

Wx Briefing - NWS
Method - TELEPHONE
Completeness - FULL
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 - DUSK

Itinerary

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

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - SNOW
Runway Status - WET
ICE COVERED

-----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 - 55 Last 24 Hrs - 4
Make/Model - 22 Last 30 Days - UNK/NR
Instrument - UNK/NR Last 90 Days - 54
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PILOT ATTEMPTED TO LAND HIS WHEEL EQUIPPED AIRCRAFT ON FROZEN LAKE WITH WATER OVERFLOW AND 12 TO 18 INCHES SNOW.
ACFT BROKE THROUGH TOP LAYER OF THIN ICE AND NOSED OVER UPON TOUCHDOWN.

Brief of Accident (Continued)

File No. - 1997

12/02/85

FISHTRAP LAKE, AK

A/C Reg. No. N1237A

Time (Lcl) - 1615 AST

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, SKI ASSEMBLY - LACK OF
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. INADEQUATE CERTIFICATION/APPROVAL, AIRMAN - COMPANY/OPERATOR MGMT
5. TERRAIN CONDITION - SNOW COVERED
6. JUDGEMENT - POOR - PILOT IN COMMAND
7. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
8. TERRAIN CONDITION - SOFT
9. IMPROPER DECISION, PRESSURE - PILOT IN COMMAND
10. TERRAIN CONDITION - WEAK ICE
11. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
12. LIGHT CONDITION - DUSK
13. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

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

Factor(s) relating to this accident is/are finding(s) 1,3,5,7,8,9,10,11,12,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1884 12/06/85 SHAGELUK,AK A/C Reg. No. N97MM Time (Lcl) - 1615 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - PIPER PA-20
Landing Gear - SKI
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/YES
Stall Warning System - YES

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 270/005 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
SHAGELUK,AK
Destination
ANVIK,AK

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - 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 - 44
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 - 1500
Make/Model- 1000
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED TREES AND DESCENDED TO THE TERRAIN WHILE ON AN APCH TO A LAKE. THE PLT REPORTED THE ACFT WINDSCREEN KEPT FROSTING UP AND HE HAD TO REPEATEDLY WIPE IT CLEAN. IN THE PROCESS OF WIPING THE WINDSCREEN HE APPROACHED THE LAKE AT A LOWER THAN INTENDED ALT AND THE ACFT CONTACTED THE 60 FT TALL TREES. THE PLT STATED HE HAD PURCHASED A WINDSCREEN HEATER BUT HAD NOT YET INSTALLED IT.

Brief of Accident (Continued)

File No. - 1884

12/06/85

SHAGELUK,AK

A/C Reg. No. N97MM

Time (Lc1) - 1615 AST

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

Finding(s)

1. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY (FOGGY)
 2. VISUAL LOOKOUT - POOR - PILOT IN COMMAND
 3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
 4. LIGHT CONDITION - DUSK
 5. JUDGEMENT - POOR - PILOT IN COMMAND
 6. OBJECT - TREE(S)
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1991 12/15/85 WASILLA, AK A/C Reg. No. N7773K Time (Lcl) - 1400 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - PIPER PA-20
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 4

Eng Make/Model - LYCOMING O-290-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 125 HP

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 20.0 SM
Lowest Sky/Clouds - 6000 FT
Lowest Ceiling - 6000 FT BROKEN
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 - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
GO AROUND
TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

PHILOS
Runway Ident - 12
Runway Lth/Wid - 1250/ 50
Runway Surface - GRAVEL
Runway Status - DRY
SNOW - DRY

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

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

Age - 28
Biennial Flight Review
Current - UNK/NR
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED
Flight Time (Hours)

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

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AIRCRAFT LOST CONTROL DURING LANDING AND CRASHED INTO ANOTHER PRIVATE AIRCRAFT. WITNESS REPORTED SEEING AIRCRAFT MAKE A FAST APPROACH, LAND LONG, GROUND LOOP AND SLIDE SIDE WAYS INTO PARKED AERONCA. WITNESS STATED THAT AIRCRAFT LANDED WITH A TAILWIND, WHILE PILOT REPORTED A HEADWIND.

Brief of Accident (Continued)

File No. - 1991

12/15/85

WASILLA, AK

A/C Reg. No. N7773K

Time (Lcl) - 1400 AST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, INFORMATION INSUFFICIENT - PILOT IN COMMAND
3. INADEQUATE SURVEILLANCE OF OPERATION, INADEQUATE PROCEDURE - COMPANY/OPERATOR MGMT
4. PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND
6. INSUFFICIENT STANDARDS/REQUIREMENTS, AIRMAN - COMPANY/OPERATOR MGMT
7. COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND
8. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
9. INSUFFICIENT STANDARDS/REQUIREMENTS, AIRMAN - FAA(ORGANIZATION)
10. JUDGEMENT - POOR - PILOT IN COMMAND
11. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
12. INADEQUATE CERTIFICATION/APPROVAL, AIRMAN - FAA(ORGANIZATION)
13. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
14. IMPROPER DECISION, PRESSURE - PILOT IN COMMAND
15. INADEQUATE CERTIFICATION/APPROVAL, OPERATION/OPERATOR - COMPANY/OPERATOR MGMT
16. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
17. IMPROPER DECISION, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
18. INADEQUATE SUBSTANTIATION PROCESS, INADEQUATE DOCUMENTATION - COMPANY/OPERATOR MGMT
19. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
20. IMPROPER DECISION, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND

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

Finding(s)

21. OBJECT - AIRCRAFT PARKED

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,16,19

Factor(s) relating to this accident is/are finding(s) 3,5,6,7,8,9,10,11,13,14,17,20,21

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

Brief of Accident

File No. - 2000 12/20/85 ALEKNAGIK, AK A/C Reg. No. N4520F Time (Lcl) - 1700 AST

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

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

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

| | | |
|------------------------------------|---------------------------------------|----------------------------------|
| Make/Model - CESSNA 185 | Eng Make/Model - CONTINENTAL IO-520-D | ELT Installed/Activated - YES/NO |
| Landing Gear - TAILWHEEL-ALL FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 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 | DILLINGHAM, AK | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | SAME AS ACC/INC | Runway Ident - N/A |
| Wind Dir/Speed- 090/015 KTS | ATC/Airspace | Runway Lth/Wid - N/A |
| Visibility - 30.0 SM | Type of Flight Plan - COMPANY (VFR) | Runway Surface - N/A |
| Lowest Sky/Clouds - CLEAR | Type of Clearance - NONE | Runway Status - N/A |
| Lowest Ceiling - 2000 FT OVERCAST | Type Apch/Lndg - NONE | |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | TOUCH AND GO | |

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

| | | |
|--------------------------|------------------------|---|
| Pilot-In-Command | Age - 54 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| COMMERCIAL | Current - YES | Total - 26800 |
| SE LAND, ME LAND, SE SEA | Months Since - 5 | Make/Model- 6000 |
| | Aircraft Type - PA-32 | Instrument- UNK/NR |
| | | Multi-Eng - 800 |
| | | Last 24 Hrs - 4 |
| | | Last 30 Days- 100 |
| | | Last 90 Days- 150 |
| | | Rotorcraft - UNK/NR |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT ON LANDING AT A FROZEN LAKE HE LOST CONTROL OF THE AIRCRAFT CAUSING THE PLANE TO GROUND LOOP. THE AIRCRAFT THEN STRUCK A SNOW BANK ON THE BEACH.

Brief of Accident (Continued)

File No. - 2000

12/20/85

ALEKNAGIK, AK

A/C Reg. No. N4520F

Time (Lc1) - 1700 AST

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

Finding(s)

1. TERRAIN CONDITION - ICY
2. UNSUITABLE TERRAIN - INTENTIONAL - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PRESSURE - PILOT IN COMMAND
4. TERRAIN CONDITION - SNOWBANK
5. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PRESSURE - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - INADVERTENT - 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) 2,5,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1913 12/22/85 ANCHORAGE, AK A/C Reg. No. N9533S Time (Lcl) - 1330 AST

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

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

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

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

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

| | | |
|---------------------------------------|---------------------------------------|---------------------------------|
| Weather Data | Itinerary | Airport Proximity ON AIRPORT |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point ANCHORAGE, AK | |
| Method - N/A | Destination SAME AS ACC/INC | Airport Data |
| Completeness - N/A | | LAKEHOOD STRIP |
| Basic Weather - VMC | ATC/Airspace | Runway Ident - 13 |
| Wind Dir/Speed- 290/007 KTS | Type of Flight Plan - NONE | Runway Lth/Wid - 2200/ 60 |
| Visibility - 60.0 SM | Type of Clearance - NONE | Runway Surface - GRAVEL |
| Lowest Sky/Clouds - 2000 FT SCATTERED | Type Apch/Lndg - TOUCH AND GO | Runway Status - SNOW - DRY |
| Lowest Ceiling - 1200 FT OVERCAST | | |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

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

| | | |
|--------------------------|------------------------|---|
| Pilot-In-Command | Age - 33 | Medical Certificate - NON-VALID MEDICAL |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - 900 |
| SE LAND | Months Since - 5 | Make/Model- 250 |
| | Aircraft Type - 7GCAA | Instrument- UNK/NR |
| | | Multi-Eng - UNK/NR |
| | | Last 24 Hrs - 1 |
| | | Last 30 Days- 7 |
| | | Last 90 Days- 25 |
| | | Rotorcraft - UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING THE TOUCH AND TO LANDING, THE AIRCRAFT STALLED APPROXIMATELY 20 FEET IN THE AIR.
THE PILOT WAS TRYING TO SLOW THE AIRCRAFT DOWN FOR A SHORT FIELD LANDING WHEN IT STALLED.

Brief of Accident (Continued)

File No. - 1913

12/22/85

ANCHORAGE, AK

A/C Reg. No. N9533S

Time (Lcl) - 1330 AST

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

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, PSYCHOLOGICAL CONDITION - PILOT IN COMMAND
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
7. FLARE - PREMATURE - PILOT IN COMMAND
8. STALL - NOT IDENTIFIED - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1865 12/23/85 LAKE CLARK PASS, AK A/C Reg. No. N5009D Time (Lcl) - 1000 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
NONE

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

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

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - FULL
Basic Weather - IMC

Wind Dir/Speed- 090/021 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 1200 FT SCATTERED
Lowest Ceiling - 2500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KING SALMON, AK
Destination
SOLDOTNA, AK

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 53

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH RISING TERRAIN WHILE MANEUVERING IN A MOUNTAIN PASS. LOW CEILINGS, 40 TO 50 KT WINDS AND RAIN SHOWERS WERE REPORTED IN THE AREA AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1865

12/23/85

LAKE CLARK PASS, AK

A/C Reg. No. N5009D

Time (Lc1) - 1000 AST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - FOG
4. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
5. WEATHER CONDITION - HIGH WIND
6. HAZARDOUS WEATHER ADVISORY - NOT UNDERSTOOD - PILOT IN COMMAND
7. WEATHER CONDITION - LOW CEILING
8. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
9. WEATHER CONDITION - RAIN

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,3,5,7,9

Brief of Accident

File No. - 1896 12/27/85 HOMER,AK A/C Reg. No. N3186D Time (Lcl) - 1258 AST

-----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 | 2 |
| | | | 0 | 0 | 0 | 0 |

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

| | | |
|---|---|----------------------------------|
| Make/Model - CESSNA 180 | Eng Make/Model - CONTINENTAL O-470-J | ELT Installed/Activated - YES/NO |
| Landing Gear - TAILWHEEL-ALL FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 2550 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 4 | Rated Power - 225 HP | |

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

| | | |
|--|---------------------------------|---------------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | ON AIRPORT |
| Method - N/A | SAME AS ACC/INC | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | LOCAL | HOMER |
| Wind Dir/Speed- 160/003 KTS | ATC/Airspace | Runway Ident - 02 |
| Visibility - 30.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - 7401/ 150 |
| Lowest Sky/Clouds - UNK/NR SCATTERED | Type of Clearance - NONE | Runway Surface - ASPHALT |
| Lowest Ceiling - 3000 FT BROKEN | Type Apch/Lndg - FULL STOP | Runway Status - DRY |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

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

| | | |
|--------------------------|------------------------|--|
| Pilot-In-Command | Age - 30 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| COMMERCIAL,CFI | Current - YES | Total - 1120 |
| SE LAND,ME LAND | Months Since - 20 | Make/Model- 452 |
| | Aircraft Type - C-180 | Instrument- 50 |
| | | Multi-Eng - 30 |
| | | Last 24 Hrs - 3 |
| | | Last 30 Days- 30 |
| | | Last 90 Days- 60 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED, DURING A TOUCH AND GO LANDING HE LOST DIRECTIONAL CONTROL OF THE ACFT AND A GROUND LOOP RESULTED.

Brief of Accident (Continued)

File No. - 1896

12/27/85

HOMER, AK

A/C Reg. No. N3186D

Time (Lc1) - 1258 AST

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

Finding(s)

1. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND
 2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1876 10/06/85 PELL CITY, AL A/C Reg. No. N49446 Time (Lcl) - 1150 CDT

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

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

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

| | | |
|------------------------------------|---|-----------------------------------|
| Make/Model - CESSNA 152 | Eng Make/Model - LYCOMING O-235-L2C | ELT Installed/Activated - YES/YES |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 1600 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 2 | Rated Power - 110 HP | |

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

| | | |
|--|---|--------------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | ON AIRPORT |
| Method - N/A | BIRMINGHAM, AL | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | SAME AS ACC/INC | PELL CITY |
| Wind Dir/Speed- 300/005 KTS | ATC/Airspace | Runway Ident - 02 |
| Visibility - 10.0 SM | Type of Flight Plan - VFR | Runway Lth/Wid - 4200/ 80 |
| Lowest Sky/Clouds CLEAR | Type of Clearance - TRAFFIC ADVISORY | Runway Surface - ASPHALT |
| Lowest Ceiling - NONE | Type Apch/Lndg - TOUCH AND GO | Runway Status - DRY |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

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

| | | |
|--------------------------|--------------------------|--|
| Pilot-In-Command | Age - 25 | 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 | Last 24 Hrs - 1 |
| | Aircraft Type - N/A | Make/Model- 45 |
| | | Last 30 Days- 22 |
| | | Instrument- 0 |
| | | Last 90 Days- 45 |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER FOLLOWING A LOSS OF CONTROL DURING A X-WIND LANDING. THE STUDENT PLT STATED HE CRABBED THE ACFT INTO THE WIND TO COMPENSATE FOR THE X-WIND DURING THE APCH. THE ACFT TOUCHED DOWN STILL IN THE CRABBED POSITION AND TRAVELED OFF THE RIGHT SIDE OF THE RWY. THE RIGHT WING CONTACTED A TETRAHEDRON AND THE NOSE GEAR CONTACTED A DITCH RESULTING IN THE ACFT NOSING OVER.

Brief of Accident (Continued)

File No. - 1876

10/06/85

PELL CITY, AL

A/C Reg. No. N49446

Time (Lc1) - 1150 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 - EXCESSIVE - PILOT IN COMMAND
3. PROPER ALIGNMENT - NOT OBTAINED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - AIRPORT FACILITY

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1804 11/06/85 SYLACAUGA, AL

A/C Reg. No. N601PC

Time (Lcl) - 1515 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| | | Injuries | | | |
|--------------------------|------------|----------|---------|-------|------|
| | | Fatal | Serious | Minor | None |
| Type of Operation | -PERSONAL | 0 | 0 | 0 | 1 |
| Flight Conducted Under | -14 CFR 91 | 0 | 0 | 0 | 0 |
| Accident Occurred During | -TAKEOFF | | | | |

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

Fire NONE
Crew Pass

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

Make/Model - PIPER AEROSTAR 601P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6000
No. of Seats - 7

Eng Make/Model - LYCOMING IO-540-S1A5
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 290 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/006 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SYLACAUGA, AL
Destination
BIRMINGHAM, AL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

LEE MERKLE FLD
Runway Ident - 09
Runway Lth/Wid - 4720/ 80
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 60

Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

| Flight Time (Hours) | |
|---------------------|----------|
| Total | - 1139 |
| Last 24 Hrs | - 1 |
| Last 30 Days | - UNK/NR |
| Last 90 Days | - 17 |
| Make/Model- | 518 |
| Instrument- | 186 |
| Multi-Eng - | 518 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF GROUND RUN THE PLT LOST DIRECTIONAL CONTROL OF THE ACFT WHICH RAN OFF THE SIDE OF THE RWY AND INTO A GROVE OF TREES. THE PLT STATED THAT THE RIGHT ENG LOST PWR, HOWEVER, THE ENG WAS TEST RUN AFTER THE ACCIDENT AND NO DISCREPANCIES WERE NOTED.

Brief of Accident (Continued)

File No. - 1804

11/06/85

SYLACAUGA, AL

A/C Reg. No. N601PC

Time (Lcl) - 1515 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

2. ENGINE ASSEMBLY - UNDETERMINED

Occurrence #2 ON GROUND COLLISION WITH OBJECT

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. OBJECT - TREE(S)

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1877 11/11/85 BIRMINGHAM,AL A/C Reg. No. N107MW Time (Lcl) - 1835 CST

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

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

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

| | | | | | |
|--------------|------------------------|----------------|------------------------|-------------------------|--------------|
| Make/Model | - SMITH 600 AERO STAR | Eng Make/Model | - LYCOMING IO-540-K135 | ELT Installed/Activated | - YES-UNK/NR |
| Landing Gear | - TRICYCLE-RETRACTABLE | Number Engines | - 2 | Stall Warning System | - NO |
| Max Gross Wt | - 5500 | Engine Type | - RECIP-FUEL INJECTED | | |
| No. of Seats | - 2 | Rated Power | - 290 HP | | |

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

| | | |
|---------------------------------------|------------------------------|----------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - FSS | Last Departure Point | ON AIRPORT |
| Method - TELEPHONE | MOBILE,AL | |
| Completeness - WEATHER NOT PERTINENT | Destination | Airport Data |
| Basic Weather - VMC | BIRMINGHAM,AL | BIRMINGHAM MUNICIPAL |
| Wind Dir/Speed- 020/003 KTS | ATC/Airspace | Runway Ident - 36 |
| Visibility - 7.0 SM | Type of Flight Plan - IFR | Runway Lth/Wid - 4856/ 150 |
| Lowest Sky/Clouds - 4500 FT SCATTERED | Type of Clearance - IFR | Runway Surface - ASPHALT |
| Lowest Ceiling - 25000 FT OVERCAST | Type Apch/Lndg - STRAIGHT-IN | Runway Status - DRY |
| Obstructions to Vision- NONE | FULL STOP | |
| Precipitation - NONE | | |
| Condition of Light - NIGHT(DARK) | | |

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

| | | |
|--------------------------|------------------------|--|
| Pilot-In-Command | Age - 26 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| COMMERCIAL,CFI | Current - YES | Total - 4200 |
| SE LAND,ME LAND | Months Since - 2 | Make/Model- 500 |
| | Aircraft Type - 600 | Instrument- 270 |
| | | Multi-Eng - 900 |
| | | Last 24 Hrs - 4 |
| | | Last 30 Days- 100 |
| | | Last 90 Days- 370 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LEFT MAIN GEAR COLLAPSED DURING A LOSS OF CONTROL ON LANDING. THE PLT REPORTED THE ACFT TOUCHED DOWN PREMATURELY DURING THE FLARE AND IT CONTACTED THE LIP OF THE RWY AT THE APCH END. DIRECTIONAL CONTROL COULD NOT BE MAINTAINED, ACCORDING TO THE PLT, AND THE ACFT TRAVELED OFF THE LEFT SIDE OF THE RWY COLLAPSING THE LEFT GEAR.

Brief of Accident (Continued)

File No. - 1877

11/11/85

BIRMINGHAM, AL

A/C Reg. No. N107MW

Time (Lc1) - 1835 CST

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

Finding(s)

1. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND

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

Finding(s)

3. TERRAIN CONDITION - RUNWAY

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #4 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR, MAIN GEAR - OVERLOAD

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1855 11/13/85 FAYETTEVILLE, AR A/C Reg. No. N5445S Time (Lcl) - 1700 CST

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

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

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

| | | |
|-------------------------------------|---|--------------------------------------|
| Make/Model - CESSNA 337B | Eng Make/Model - CONTINENTAL IO-360-C/D | ELT Installed/Activated - YES-UNK/NR |
| Landing Gear - TRICYCLE-RETRACTABLE | Number Engines - 2 | Stall Warning System - YES |
| Max Gross Wt - 4300 | Engine Type - RECIP-FUEL INJECTED | |
| No. of Seats - 6 | Rated Power - 210 HP | |

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

| | | |
|-----------------------------------|---------------------------------|-----------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - UNK/NR | Last Departure Point | OFF AIRPORT/STRIP |
| Method - UNK/NR | BENTONVILLE, AR | |
| Completeness - UNK/NR | Destination | Airport Data |
| Basic Weather - VMC | CANTON, TX | Runway Ident - N/A |
| Wind Dir/Speed- 180/005 KTS | ATC/Airspace | Runway Lth/Wid - N/A |
| Visibility - 4.000 SM | Type of Flight Plan - NONE | Runway Surface - GRASS/TURF |
| Lowest Sky/Clouds - UNK/NR | Type of Clearance - NONE | Runway Status - WET |
| Lowest Ceiling - 1200 FT OVERCAST | Type Apch/Lndg - FORCED LANDING | |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

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

| | | |
|--------------------------|------------------------|---|
| Pilot-In-Command | Age - 53 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - UNK/NR | Total - 3812 |
| SE LAND | Months Since - UNK/NR | Make/Model- UNK/NR |
| | Aircraft Type - UNK/NR | Instrument- 99 |
| | | Multi-Eng - 210 |
| | | Last 24 Hrs - UNK/NR |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT AND HIS WIFE WERE FLYING TO ALASKA WITH THE FIRST EN ROUTE STOP TO BE CANTON, TX. THE NON-PLT WIFE STATED THAT AS THE ACFT PASSED OVER THE DEPARTURE END OF THE RWY ON TAKEOFF, HER HUSBAND RELEASED THE CONTROLS AND THREW HIS HEAD BACK. SHE KEPT THE ACFT AIRBORNE FOR ALMOST TWO HRS WITH HELP FROM AN AIRBORNE PLT THAT WAS TALKING TO HER. BOTH ENGS QUIT FROM FUEL STARVATION AND SHE MADE A FORCED LANDING THREE MILES FROM THE FAYETTEVILLE, AR ARPT. SHE LATER STATED THAT SHE FELT THAT HER HUSBAND HAD DIED JUST AFTER TAKEOFF.

Brief of Accident (Continued)

File No. - 1855

11/13/85

FAYETTEVILLE, AR

A/C Reg. No. N5445S

Time (Lc1) - 1700 CST

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

Finding(s)

1. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND
2. PHYSICAL IMPAIRMENT(OTHER CARDIOVASCULAR) - PILOT IN COMMAND

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

Finding(s)

3. FLUID - STARVATION
4. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PASSENGER

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. GEAR EXTENSION - NOT PERFORMED - PASSENGER

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1916 12/21/85 COY, AR

A/C Reg. No. N3587V

Time (Lcl) - 1500 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 |

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

Fire Crew Pass

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

Make/Model - CESSNA 140
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 2

Eng Make/Model - CONTINENTAL C85-12
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

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

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

Weather Data

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

Wind Dir/Speed- 090/005 KTS
Visibility - 20.0 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
ON AIRSTRIP

Airport Data
BENNETT

Runway Ident - 27
Runway Lth/Wid - 1700
Runway Surface - GRASS/TURF
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 | - 108 | Last 24 Hrs | - UNK/NR |
| Make/Model- | 24 | Last 30 Days- | UNK/NR |
| Instrument- | 0 | Last 90 Days- | 25 |

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTS THAT THE ENGINE OF N3587V WAS RUN AT IDLE FOR AN EXTENDED TIME BEFORE THE TAKEOFF WAS ATTEMPTED. AFTER SEVERAL MINUTES, THE ENGINE DIED. IT WAS RESTARTED AND THE TAKEOFF WAS COMMENCED IMMEDIATELY. ACCORDING TO THE PILOT, THE ENGINE WAS RUNNING ROUGH DURING THE TAKEOFF ROLL BUT THE ROLL WAS CONTINUED. THE AIRCRAFT ACCELERATED TO NEAR TAKEOFF SPEED BUT WHEN LIFT OFF WAS ATTEMPTED THE AIRCRAFT WOULD NOT FLY. THE PILOT DECIDED TO ABORT AND DURING THE ABORT THE AIRCRAFT ENTERED SOFT TERRAIN BESIDE THE RUNWAY AND NOSED OVER. EXAMINATION OF THE ENGINE REVEALED THAT ALL SPARK PLUGS HAD CARBON DEPOSITS AND THE TOP PLUG ON ONE CYLINDER HAD A BENT GROUND ELECTRODE THAT WAS CONTACTING THE CENTER ELECTRODE. THE AIRCRAFT WAS OPERATING ON AUTO FUEL BUT WAS NOT MODIFIED FOR USE OF THE FUEL.

Brief of Accident (Continued)

File No. - 1916

12/21/85

COY, AR

A/C Reg. No. N3587V

Time (Lc1) - 1500 CST

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

Finding(s)

1. IGNITION SYSTEM, SPARK PLUG - BENT
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND
3. IGNITION SYSTEM, SPARK PLUG - CONTAMINATION
4. FLUID, FUEL GRADE - IMPROPER

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

Finding(s)

5. ABORT - DELAYED - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

7. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1940 5/01/85 MESA, AZ A/C Reg. No. N7415C Time (Lcl) - 1557 MST

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

| | | | | | | |
|--|------------|--------------------------------|----------|---------|-------|------|
| Type Operating Certificate-ON-DEMAND AIR TAXIAFT | | Aircraft Damage SUBSTANTIAL | Injuries | | | |
| Type of Operation | -R&D TEST | Fire | Fatal | Serious | Minor | None |
| Flight Conducted Under | -14 CFR 91 | UNK/NR | Crew 0 | 0 | 0 | 2 |
| Accident Occurred During | -DESCENT | | Pass 0 | 0 | 0 | 0 |

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

| | | | | | |
|--------------|-----------------------------|----------------|----------------------------|-------------------------|-----------|
| Make/Model | - LOCKHEED PV-2 | Eng Make/Model | - P&W R-2800-31 | ELT Installed/Activated | - NO -N/A |
| Landing Gear | - TAILWHEEL-ALL RETRACTABLE | Number Engines | - 2 | Stall Warning System | - NO |
| Max Gross Wt | - 33000 | Engine Type | - RECIPROCATING-CARBURETOR | | |
| No. of Seats | - 2 | Rated Power | - 1450 HP | | |

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

| | | |
|------------------------|----------------------|-------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing | Last Departure Point | OFF AIRPORT/STRIP |
| Method | MESA, AZ | |
| Completeness | Destination | Airport Data |
| Basic Weather | MESA, AZ | Runway Ident |
| Wind Dir/Speed | | - N/A |
| Visibility | ATC/Airspace | Runway Lth/Wid |
| - 20.0 SM | Type of Flight Plan | - N/A |
| Lowest Sky/Clouds | - NONE | Runway Surface |
| - 5000 FT SCATTERED | Type of Clearance | - DIRT |
| Lowest Ceiling | - NONE | Runway Status |
| Obstructions to Vision | - NONE | - DRY |
| Precipitation | Type Apch/Lndg | |
| - NONE | - FORCED LANDING | |
| Condition of Light | | |
| - DAYLIGHT | | |

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

| | | |
|--------------------------|------------------------|---|
| Pilot-In-Command | Age - 56 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| COMMERCIAL, CFI | Current - YES | Total - 11750 |
| SE LAND, ME LAND, ME SEA | Months Since - 12 | Make/Model - 220 |
| HELICOPTER | Aircraft Type - UNK/NR | Instrument - 455 |
| | | Multi-Eng - 2100 |
| | | Last 24 Hrs - 3 |
| | | Last 30 Days - UNK/NR |
| | | Last 90 Days - 35 |
| | | Rotorcraft - 5100 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FOLLOWING A DURAL ENGINE CHANG, THE PLT TEST FLEW THE ACFT. ON INITIAL CLIMB, AT ABOUT 500 FT AGL, BOTH ENGINES BEGAN BACKFIRING VIOLENTLY & LOST POWER. ACCORDING TO THE PLT, POWER SUFFICIENT FOR FLT COULD NOT BE OBTAINED, & A FORCED LDG WAS MADE ABOUT 0.75 MILES FROM THE ARPT. THE LDG OCCURRED IN OPEN DESERT TERRAIN & THE ACFT WAS SUBSTANTIALLY DAMAGED. THE PLT ACKNOWLEDGED THAT HE DID NOT CHECK THE POSITION OF THE CONTROL HANDLES FOR THE SUPERCHARGERS DURING EITHER HIS PRE-FLIGHT OR PRE-TAKEOFF INSPECTIONS. AND THE BLOWERS HAD BEEN INADVERTENTLY LEFT SET TO THE HIGH BLOWER POSITION. ACCORDING TO THE PLT, THE CHECKLIST WHICH HE WAS USING FOR THE ACFT DID NOT ADDRESS THE POSITION OF THE BLOWERS BECAUSE FOR THE PAST 15 YRS IT HAD BEEN COMPANY POLICY TO "WIRE THE BLOWERS TO THE LOW BLOWER POSITION."

Brief of Accident (Continued)

File No. - 1940

5/01/85

MESA, AZ

A/C Reg. No. N7415C

Time (Lcl) - 1557 MST

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

Finding(s)

1. CHECKLIST - INACCURATE - PILOT IN COMMAND
2. POWERPLANT CONTROLS - IMPROPER - 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)

3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - NONE SUITABLE
4. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1939 5/06/85 BULLHEAD CITY, AZ A/C Reg. No. N8188L Time (Lcl) - 1800 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

-----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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
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
LAKE HAVASU CTY, AZ
Destination
BULLHEAD CITY, AZ

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 - 62
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - 172

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

| | | | |
|-------------|----------|---------------|----------|
| Total | - 8345 | Last 24 Hrs | - 19 |
| Make/Model- | 6500 | Last 30 Days- | 25 |
| Instrument- | UNK/NR | Last 90 Days- | 80 |
| Multi-Eng | - UNK/NR | Rotorcraft | - UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT WHILE HE WAS FLYING & LOOKING FOR "WILD ANIMALS AT THE BASE OF THE MOUNTAIN" THE ACFT'S ENG LOST POWER. THE ACFT DESCENDED & WHEN IT WAS CLOSE TO THE GROUND ENG POWER WAS REACQUIRED. THE PLT FURTHER REPORTED THAT THERE WAS "SEVERE" TURBULENCE, & THE WIND WAS BLOWING "FROM ALL DIRECTIONS" AT 35 KTS. THE PLT ATTEMPTED TO OUT CLIMB RISING TERRAIN, BUT THE ACFT COLLIDED WITH THE GROUND & NOSED OVER. THE REASON FOR THE REPORTED LOSS OF ENG POWER IS UNDETERMINED.

Brief of Accident (Continued)

File No. - 1939

5/06/85

BULLHEAD CITY, AZ

A/C Reg. No. N8188L

Time (Lc1) - 1800 MST

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

Finding(s)

1. UNDETERMINED
 2. WEATHER CONDITION - TURBULENCE
 3. WEATHER CONDITION - GUSTS
-

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

Finding(s)

4. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 5. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 6. TERRAIN CONDITION - RISING
 7. CLIMB - DELAYED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1943 6/09/85 ORACLE,AZ A/C Reg. No. N8489U Time (Lcl) - 1230 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

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

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

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

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

Weather Data

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

Itinerary

Last Departure Point
ORACLE,AZ
Destination
LA JOLLA,AZ

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 - 39
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - 150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 171 Last 24 Hrs - 1
Make/Model- 163 Last 30 Days- 3
Instrument- UNK/NR Last 90 Days- 8
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LCL PLEASURE FLT THE PLT STATED THAT THE ACFT'S ENG BEGAN RUNNING ROUGH SO HE MADE A PRECAUTIONARY LDG ON A DIRT ROAD WHICH WAS AT AN ELEVATION OF 4,000 FT MSL. AFTER INSPECTING THE ACFT & FINDING IT TO BE IN PROPER WORKING ORDER THE PLT DECIDED TO TAKE OFF. THE PLT ESTIMATED THE ROAD'S LENGTH TO BE BETWEEN 700 & 1000 FT, THE WIND FM 270 DEG AT 10 KTS, & THE TEMP AT 90 DEG F. DURING THE DOWNWIND TAKEOFF THE ACFT OVERRAN THE ROAD'S END, COLLIDED WITH TREES & NOSED OVER. THE CALCULATED DENSITY ALT WAS OVER 6,500 FT. ACCORDING TO THE CESSNA 150 OWNER'S MANUAL THE REQUIRED GROUND RUN DISTANCE UNDER THE DESCRIBED CONDITIONS WOULD BE OVER 1180 FT.

Brief of Accident (Continued)

File No. - 1943

6/09/85

ORACLE,AZ

A/C Reg. No. N8489U

Time (Lc1) - 1230 MST

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. - EXCEEDED
3. JUDGEMENT - POOR - PILOT IN COMMAND

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

Finding(s)

4. OBJECT - TREE(S)

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1920 8/15/85 GLENDALE, AZ A/C Reg. No. N65748 Time (Lcl) - 0655 MST

-----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 0
Pass 0

| Fatal | Injuries | | | None |
|-------|----------|-------|---|------|
| | Serious | Minor | | |
| 0 | 0 | 0 | 1 | |
| 0 | 0 | 0 | 0 | |

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - CALM
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PHOENIX, AZ
Destination
BULLHEAD CITY, AZ

ATC/Airspace

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

Airport Proximity
ON AIRPORT

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)
PRIVATE
SE LAND

Age - 54
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

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

| | | | |
|------------|-------|--------------|----------|
| Total | - 293 | Last 24 Hrs | - UNK/NR |
| Make/Model | - 38 | Last 30 Days | - UNK/NR |
| Instrument | - 0 | Last 90 Days | - UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT RAN OFF THE RWY AND INTO A DITCH AFTER A LANDING AT GLENDALE, AZ. THE RWY IS 2400 FT LONG AND 50 FT WIDE. THE PLT STATED HE LANDED ABOUT 40% DOWN THE RWY, BOUNCED THREE TIMES, STEERED OFF THE RWY AND HIT A SHALLOW DITCH. THE PLT REPORTED NO MECHANICAL PROBLEMS WITH THE ACFT PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1920

8/15/85

GLENDALE, AZ

A/C Reg. No. N65748

Time (Lcl) - 0655 MST

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

Finding(s)

1. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
2. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - INTENTIONAL - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1919 8/21/85 BUCKEYE, AZ A/C Reg. No. N5297 Time (Lcl) - 2145 MST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 0 | 0 | 1 | 0 |
| 0 | 0 | 0 | 0 |

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

Fire Crew Fatal
NONE Pass 0

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

Make/Model - GRUMMAN G-164A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3725
No. of Seats - 1

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
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
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

CHATHAM
Runway Ident - 27
Runway Lth/Wid - UNK/NR
Runway Surface - DIRT
Runway Status - DRY

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

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

Age - 60
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - G164A

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

| | | | |
|-------------|---------|---------------|-----|
| Total | - 18962 | Last 24 Hrs | - 5 |
| Make/Model- | 4500 | Last 30 Days- | 60 |
| Instrument- | 65 | Last 90 Days- | 266 |
| Multi-Eng | - 650 | | |

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD JUST COMPLETED A SPRAY RUN AND WAS EXECUTING A PROCEDURE TURN WHEN THE ENGINE'S NO. 8 CYLINDER CONNECTING ROD FAILED. ENGINE OIL COVERED THE WINDSHIELD. THE PLT ATTEMPTED TO LAND ON THE DEPARTURE AIRSTRIP BUT HE COULD NOT ALIGN THE ACFT WITH THE DIRT STRIP DUE TO THE PLT FORWARD VISION BEING OBSTRUCTED. ON TOUCHDOWN, THE ACFT WHEELS DUG INTO THE SOFT DIRT AREA CAUSING THE ACFT TO NOSE OVER ONTO ITS BACK. THERE WAS NO POST IMPACT FIRE. THE CONNECTING ROD FRACTURE MODE COULD NOT BE DETERMINED; THE FRACTURE SURFACE WAS OBLITERATED.

Brief of Accident (Continued)

File No. - 1919

8/21/85

BUCKEYE,AZ

A/C Reg. No. N5297

Time (Lcl) - 2145 MST

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

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL

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

Finding(s)

2. TERRAIN CONDITION - SOFT
3. LIGHT CONDITION - NIGHT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1928 2/03/85 FIVE POINTS, CA A/C Reg. No. N5323V Time (Lcl) - 1230 PST

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

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

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

| | | | | | | |
|--------------|------------------|----------------|----------------------------|-------------------------|------|------|
| Make/Model | - HILLER UH12E | Eng Make/Model | - LYCOMING V0540-C1A | ELT Installed/Activated | - NO | -N/A |
| Landing Gear | - TRICYCLE-FIXED | Number Engines | - 1 | Stall Warning System | - NO | |
| Max Gross Wt | - 3100 | Engine Type | - RECIPROCATING-CARBURETOR | | | |
| No. of Seats | - 3 | Rated Power | - 305 HP | | | |

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

| | | | |
|------------------------|-------------------------|----------------------|-------------------|
| Weather Data | | Itinerary | Airport Proximity |
| Wx Briefing | - NO RECORD OF BRIEFING | Last Departure Point | OFF AIRPORT/STRIP |
| Method | - N/A | FIVE POINTS, CA | |
| Completeness | - N/A | Destination | Airport Data |
| Basic Weather | - VMC | SAME AS ACC/INC | |
| Wind Dir/Speed | - 090/007 KTS | ATC/Airspace | Runway Ident |
| Visibility | - 15.0 SM | Type of Flight Plan | - N/A |
| Lowest Sky/Clouds | - UNK/NR | Type of Clearance | - N/A |
| Lowest Ceiling | - 3000 FT OVERCAST | Type Apch/Lndg | - DIRT |
| Obstructions to Vision | - NONE | | Runway Status |
| Precipitation | - NONE | | - DRY |
| Condition of Light | - DAYLIGHT | | |

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

| | | | |
|--------------------------|------------------------|---------------------|-------------------------------|
| Pilot-In-Command | Age - 42 | Medical Certificate | - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) | |
| COMMERCIAL | Current - YES | Total | - 10000 |
| SE LAND, ME LAND | Months Since - 1 | Make/Model | - 3000 |
| HELICOPTER | Aircraft Type - UH12E | Instrument | - 250 |
| | | Multi-Eng | - 100 |
| | | Last 24 Hrs | - 3 |
| | | Last 30 Days | - UNK/NR |
| | | Last 90 Days | - 15 |
| | | Rotorcraft | - 50 |

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PERFORMING AN AG FLIGHT THE HELICOPTER'S ENGINE SUDDENLY LOST POWER. AT THE TIME THE AIRCRAFT WAS NEAR ITS MAX ALLOWABLE GROSS WEIGHT AND IT WAS BETWEEN 3-5FT AGL. AS THE AIRCRAFT YAWED LEFT AND DESCENDED. THE PILOT IN COMMAND ATTEMPTED TO LAND ON A SMALL DIRT ROAD. THE PILOT INCOMMAND MISSED THE ROAD, COLLIDED WITH THE EMBANKMENT OF OF A CANAL AND THE AIRCRAFT ROLLED OVER. EXAMINATION OF THE ENGINE REVEALED THAT THE ROD BOLTS TO THE #1 CON ROD WERE BROKEN. ONE OF THE NUTS HAD BACKED OFF FROM THE ROD BOLT. EXAMINATION OF THE BOLTS IN THE OTHER 5 CYLINDERS DISCLOSED THAT NONE OF THEM HAD BEEN TIGHTENED IN ACCORDANCE WITH MANUFACTURER'S OVERHAUL SPECIFICATIONS. THE AIRCRAFT'S OWNER PERFORMED THE LAST MOH ON THE ENGINE 907 HOURS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1928

2/03/85

FIVE POINTS, CA

A/C Reg. No. N5323V

Time (Lcl) - 1230 PST

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

Finding(s)

1. ENGINE ASSEMBLY, OTHER - UNDERTORQUED
2. MAINTENANCE, OVERHAUL - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT

Finding(s)

3. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND
4. ALTITUDE - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - DIRT BANK
6. PROPER TOUCHDOWN POINT - NOT POSSIBLE - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1864

4/27/85

TRACY, CA

A/C Reg. No. N9008X

Time (Lcl) - 2200 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

Fatal
1
1

Injuries
Serious
Minor
0
0
0
0

None
0
0
0

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

Make/Model - GREER SIDEWINDER "S"
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - LYCOMING O-290
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 130 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- 260/007 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
NAPA, CA
Destination
TRACY, CA

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

TRACY MUNI
Runway Ident - 25
Runway Lth/Wid - 3418/ 25
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 37
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - SWINDER

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

Total - 297
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 CRASHED SHORT OF RWY 25 AT TRACY, CA, WHILE ON A NIGHT APCH FOR LANDING. A GROUND WITNESS OBSERVED THE ACFTS LIGHTS DESCENDING STRAIGHT DOWN INTO A GRAVEL PIT. THE ACFT IMPACTED THE GROUND IN A 20 DEG NOSE DOWN, 15 DEG LEFT ROLL ATTITUDE. THE RWY LIGHTS ARE ACTIVATED BY THE RADIO TRANSMITTER BEING KEYED ON FREQUENCY 122.8 MHZ. THE LIGHTS WILL STAY ILLUMINATED FOR 15 MINUTES AFTER ACTIVATION. THIS FREQUENCY WAS NOT DISPLAYED ON THE ACFTS RADIO PANEL.

Brief of Accident (Continued)

File No. - 1864

4/27/85

TRACY, CA

A/C Reg. No. N9008X

Time (Lc1) - 2200 PST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1862 4/27/85 OROVILLE, CA A/C Reg. No. N15420 Time (Lcl) - 1300 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew 0
Pass 0

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

Make/Model - PIPER PA-32-300
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540-K1A5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 330/015 KTS
Visibility - 35.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SALINAS, CA
Destination
OROVILLE, CA

Airport Proximity
ON AIRPORT

Airport Data

OROVILLE MUNI
Runway Ident - 01
Runway Lth/Wid - 5960/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 38
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - PA-32

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 131 Last 24 Hrs - 1
Make/Model- 124 Last 30 Days- 4
Instrument- 6 Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

AFTER OVERFLYING THE ARPT TO EVALUATE LOCAL CONDITIONS, THE PIC ELECTED TO LAND ON RWY 01. THE WIND WAS ESTIMATED FROM 330 DEGS AT 15 KTS WITH GUSTS TO 20 KTS. THE PIC REPORTED THAT ON FINAL APCH WITH THE ACFT'S FLAPS FULLY EXTENDED, SHE OBSERVED THAT THE WIND HAD CHANGED FROM A LEFT TO RIGHT X-WIND. THE PIC REDUCED PWR (UNDER DIRECTION OF THE SAFETY PLT), THE AIRSPEED DECREASED & THE ACFT BOUNCED HARD ON ITS NOSE GEAR. THE PIC LOST CONTROL OF THE ACFT, & THE SAFETY PLT, THE SPOUSE OF THE PIC, TOOK CONTROL OF THE ACFT. THE SAFETY PLT REPORTED THAT THE ACFT CONTINUED TO DRIFT LEFT OFF THE RWY. HE STATED THAT HIS SEAT WAS IN A REARWARD POSITION, & AFTER HE APPLIED FULL PWR IN AN ATTEMPT AT GOING AROUND HE WAS UNABLE TO REACH THE RUDDER PEDALS. THE ACFT VEERED OFF THE RWY & THE SAFETY PLT ABORTED THE ATTEMPTED GO AROUND. THE ACFT COLLIDED WITH A FENCE & CAME TO A STOP IN A PARKING LOT 150 YDS FROM THE RWY.

Brief of Accident (Continued)

File No. - 1862

4/27/85

OROVILLE,CA

A/C Reg. No. N15420

Time (Lc1) - 1300 PST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND
5. RECOVERY FROM BOUNCED LANDING - ATTEMPTED - PILOT IN COMMAND
6. CONTROL INTERFERENCE - INTENTIONAL - OTHER CREW MEMBER
7. RUDDER - NOT USED - OTHER CREW MEMBER
8. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - OTHER CREW MEMBER

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

9. GO-AROUND - IMPROPER - OTHER CREW MEMBER
10. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - OTHER CREW MEMBER
11. OBJECT - FENCE

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8,9

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1872 4/28/85 GARBERVILLE, CA A/C Reg. No. N8273L Time (Lcl) - 1400 PDT

-----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 | ON GROUND | Pass. | 1 | Serious | Minor |
| Accident Occurred During -DESCENT | | | 3 | 0 | 0 |
| | | | | 0 | None |
| | | | | 0 | 0 |

-----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 | SHELTER COVE, CA | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | SACRAMANTO, CA | SHELTER COVE |
| Wind Dir/Speed- UNK/NR | ATC/Airspace | Runway Ident - N/A |
| Visibility - 10.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - N/A |
| Lowest Sky/Clouds - CLEAR | Type of Clearance - NONE | Runway Surface - N/A |
| Lowest Ceiling - NONE | Type Apch/Lndg - NONE | Runway Status - N/A |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

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

| | | |
|--------------------------|------------------------|---|
| Pilot-In-Command | Age - 51 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - 200 |
| SE LAND | Months Since - 19 | Last 24 Hrs - 2 |
| | Aircraft Type - C-150 | Make/Model- 2 |
| | | Last 30 Days- 2 |
| | | Instrument- 0 |
| | | Last 90 Days- 2 |

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES REPORTED THAT THE ACFT DEPARTED SHELTER COVE, ELEVATION 69 FT, AND HEADED EAST TOWARD A 2000 FT HIGH MOUNTAIN LOCATED 1 3/4 MILES AWAY. THEY CONTINUED TO REPORT THE ACFT WAS CLIMBING AT A SLOW RATE IN A NOSE HIGH ATTITUDE. THE ACFT CONTACTED TREES AT THE TOP OF THE MOUNTAIN AND CONTINUED OVER THE CREST INTO A CANYON WHERE IT CAME TO REST INVERTED. WITNESSES STATED THAT AFTER DEPARTING SHELTER COVE MOST PLTS FLY WEST OVER THE OCEAN TO GAIN ALT BEFORE TURNING EAST TOWARD THE MOUNTAINS.

Brief of Accident. (Continued)

File No. - 1872

4/28/85

GARBERVILLE, CA

A/C Reg. No. N8273L

Time (Lc1) - 1400 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. OBJECT - TREE(S)
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. PROPER CLIMB RATE - NOT OBTAINED - PILOT IN COMMAND
 4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 5. CLEARANCE - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1941 5/03/85 CLOVIS, CA A/C Reg. No. N1461P Time (Lcl) - 1629 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
ON GROUND

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

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

Make/Model - PIPER PA-23
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - UNK/NR
No. of Seats - 5

Eng Make/Model - LYCOMING O-320-2
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 300/012 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
FRESNO, CA
Destination
PORTERVILLE, CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

FRESNO AIR TERMINAL
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 61
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 6000
Make/Model - 260
Instrument - 200
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days - UNK/NR
Last 90 Days - 61
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ON INITIAL CLIMB, AT 400 FT AGL, THE ACFT'S RT ENGINE LOST FUEL PRESSURE. THEN ALL RIGHT ENGIE POWER WAS LOST. THE LT ENG CONTINUED TO OPERATE NORMALLY. THE PLT FAILED TO FEATHER THE RT PROP & ALLOWED THE ACFT TO SLOW TO THE POINT WHERE A MVC ROLL COMMENCED. HE THEN LOST CONTROL OF THE ACFT AND CRASHED INTO A BUILDING & A PARKING LOT. A POST-CRASH FIRE OCCURRED WHICH DESTROYED PORTIONS OF THE ACFT INCLUDING PORTIONS OF ITS FUEL SYSTEM THE STRUCTURES WHICH REMAINED WERE EXAMINED & NO DESCREPARNCIES WERE NOTED. THE REASON FOR THE LOW RT ENGINE FUEL PRESSURE & ITS EVENTUAL TOTAL LOSS OF PWR WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 1941

5/03/85

CLOVIS,CA

A/C Reg. No. N1461P

Time (Lc1) - 1629 PDT

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

Finding(s)

1. FUEL SYSTEM - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT

Finding(s)

2. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND
6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - BUILDING(NONRESIDENTIAL)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1863

5/03/85

LIVERMORE, CA

A/C Reg. No. N444LM

Time (Lc1) - 2142 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 0 | 0 | 0 | 2 |
| 0 | 0 | 0 | 0 |

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

Fire
ON GROUND

Crew
Pass

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

Make/Model - FAIRCHILD SA226T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 10062
No. of Seats - 8

Eng Make/Model - GARRETT TPE-33134303G
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 840 HP

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

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

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 180/005 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
THERMAL, CA
Destination
LIVERMORE, CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data
LIVERMORE

Runway Ident - 25
Runway Lth/Wid - 4005/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 52

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - SA226T

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

| | | | |
|-------------|---------|---------------|-----|
| Total | - 13000 | Last 24 Hrs | - 6 |
| Make/Model- | 3000 | Last 30 Days- | 40 |
| Instrument- | 1340 | Last 90 Days- | 123 |
| Multi-Eng | - 12700 | | |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED HARD AND SHORT OF THE RUNWAY. THE IMPACT COLLAPSED THE RIGHT MAIN LANDING GEAR AND THE ACFT WAS DESTROYED BY THE POST CRASH FIRE. THE PLT REPORTED THAT ON SHORT FINAL A MUFFLED "POP" WAS HEARD AND THE ACFT YAWED TO THE RIGHT. DIRECTIONAL CONTROL WAS REGAINED AND THE ACFT LANDED HARD. POST ACCIDENT INSPECTION FAILED TO DISCLOSE ANY PRE-IMPACT FAILURE/MALFUNCTION OF THE ACFT OR ENGS. RIGHT ENG PROP SLASH MARKS IN THE RWY INDICATE PWR WAS BEING PRODUCED ON THE ENG AT TOUCHDOWN.

Brief of Accident (Continued)

File No. - 1863

5/03/85

LIVERMORE, CA

A/C Reg. No. N444LM

Time (Lc1) - 2142 PDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. DESCENT - IMPROPER - PILOT IN COMMAND
2. PULL-UP - DELAYED - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)
4. LANDING GEAR, MAIN GEAR - OVERLOAD

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1938

5/13/85

ATWATER,CA

A/C Reg. No. N25523

Time (Lcl) - 1000 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 |

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAKEOFF

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L23

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 - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ATWATER,CA

Destination

ATWATER,CA

Airport Proximity
ON AIRPORT

Airport Data

ATWATER MUNI

Runway Ident - 30

Runway Lth/Wid - 2450/ 50

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

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

Pilot-In-Command

Certificate(s)/Rating(s)

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 | - 18 | Last 24 Hrs - | 1 |
| Make/Model- | 18 | Last 30 Days- | 6 |
| Instrument- | 1 | Last 90 Days- | 18 |
| Multi-Eng - | UNK/NR | Rotorcraft - | UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

ON THE STUDENT PLT'S THIRD SUPERVISED SOLO FLT HE LANDED THE ACFT. AFTER TOUCHDOWN HE APPLIED PWR TO MAKE A TOUCH & GO, & THEN RAISED THE FLAPS. THE ACFT VEERED LEFT, ROLLED OFF THE RWY, COLLIDED WITH A SMALL DIRT MOUND & NOSED OVER. THE STUDENT HAD 18.2 TOTAL FLT HRS INCLUDING 0.9 HRS AS PIC.

Brief of Accident (Continued)

File No. - 1938

5/13/85

ATWATER,CA

A/C Reg. No. N25523

Time (Lc1) - 1000 PDT

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

Finding(s)

1. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1933 5/31/85 RIALTO, CA A/C Reg. No. N3721H Time (Lcl) - 1120 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 1 |

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

Fire
NONE

Crew
Pass

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

Make/Model - MOONEY M20J
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2740
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A3B6D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 5.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SANTA FE, NM
Destination
RIALTO, CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

RIALTO MUNICIPAL
Runway Ident - 24
Runway Lth/Wid - 3600/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 56
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - PA28

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

| | | | | |
|-------------|----|---------------|---------------|---|
| Total | - | 524 | Last 24 Hrs - | 5 |
| Make/Model- | 70 | Last 30 Days- | UNK/NR | |
| Instrument- | 0 | Last 90 Days- | 17 | |

Instrument Rating(s) - NONE

-----Narrative-----

AT THE CONCLUSION OF A NEARLY 5 HOURS LONG NON STOP FLIGHT FROM NM TO CA, THE PILOT ATTEMPTED TO LAND AT AN UNCONTROLL-
ED AIRPORT. THE PILOT ACKNOWLEDGED THAT THE AIRCRAFT'S FINAL APPROACH SPEED WAS EXCESSIVE, AND AFTER THE AIRCRAFT TOUCHED
DOWN IT BOUNCED OFF ITS NOSE WHEEL AND STALLED. THE SECOND BOUNCE WAS DESCRIBED BY THE PILOT AS BEING VERY HARD
AND THE NOSE GEAR COLLAPSED. THE AIRCRAFT SKIDDED TO A STOP ABOUT 249 FEET BEYOND THE POINT WHERE THE NOSE GEAR
COLLAPSED.

Brief of Accident (Continued)

File No. - 1933

5/31/85

RIALTO, CA

A/C Reg. No. N3721H

Time (Lc1) - 1120 PDT

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

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 2. FLARE - DELAYED - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 4. IMPROPER DECISION - PILOT IN COMMAND
-

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

Finding(s)

5. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
 6. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1950 6/06/85 COMPTON,CA A/C Reg. No. N4874H Time (Lcl) - 1808 PDT

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

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

-----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 | COMPTON,CA | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | SAME AS ACC/INC | COMPTON |
| Wind Dir/Speed- 260/006 KTS | ATC/Airspace | Runway Ident - 25L |
| Visibility - 7.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - 3670/ 60 |
| Lowest Sky/Clouds - CLEAR | Type of Clearance - NONE | Runway Surface - GRASS/TURF |
| Lowest Ceiling - NONE | Type Apch/Lndg - STRAIGHT-IN | Runway Status - DRY |
| Obstructions to Vision- NONE | FORCED LANDING | |
| Precipitation - NONE | | |
| Condition of Light - DAWN | | |

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

| | | |
|--------------------------|------------------------|--|
| Pilot-In-Command | Age - 24 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| COMMERCIAL,CFI | Current - YES | Total - 876 |
| SE, LAND | Months Since - 6 | Last 24 Hrs - 4 |
| | Aircraft Type - 172 | Make/Model- 509 |
| | | Instrument- 77 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 128 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A DUAL INSTRUCTIONAL FLT, IN PREPARATION FOR THE STUDENT'S PRIVATE PLT FLT EXAM, THE INSTRUCTOR PLT FAILED TO CONFIRM THAT ADEQUATE FUEL WAS ON BOARD. DESPITE THE FACT THAT THE FUEL GAUGES WERE INDICATING NEARLY EMPTY, THE INSTRUCTOR PLT PERMITTED HER STUDENT TO FLY AROUND THE PATTERN. ON THE FOURTH APCH THE ACFT EXHAUSTED ITS USABLE FUEL. THE INSTRUCTOR PLT ATTEMPTED TO GLIDE TO THE ARPT, BUT CRASHED INTO A TREE 500 FT SHORT OF THE RWY.

Brief of Accident (Continued)

File No. - 1950

6/06/85

COMPTON, CA

A/C Reg. No. N4874H

Time (Lcl) - 1808 PDT

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

Finding(s)

1. FLUID,FUEL - INADEQUATE
2. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
3. ENGINE INSTRUMENT - IMPROPER USE OF - PILOT IN COMMAND
4. FUEL CONSUMPTION CALCULATIONS - NOT UNDERSTOOD - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
6. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT

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

Finding(s)

7. OBJECT - TREE(S)

----Probable Cause----

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

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. - 1942 6/15/85 UPPER LAKE, CA A/C Reg. No. N8OGL Time (Lc1) - 1630 PDT

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

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

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

| | | | |
|---|--|------------------------------|------|
| Make/Model - OTIS G. LYONS MARQUART CHARGER | Eng Make/Model - LYCOMING O-360-A4K | ELT Installed/Activated - NO | -N/A |
| Landing Gear - TAILWHEEL-ALL FIXED | Number Engines - 1 | Stall Warning System - NO | |
| Max Gross Wt - 1789 | 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 | UPPER LAKE, CA | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | SONOMA, CA | GRAVELEY VALLEY |
| Wind Dir/Speed- 270/020 KTS | ATC/Airspace | Runway Ident - 19 |
| Visibility - 25.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - 4050/ 200 |
| Lowest Sky/Clouds - CLEAR | Type of Clearance - NONE | Runway Surface - GRAVEL |
| Lowest Ceiling - NONE | Type Apch/Lndg - NONE | Runway Status - DRY |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

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

| | | |
|--------------------------|------------------------|--|
| Pilot-In-Command | Age - 40 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - 124 |
| SE LAND | Months Since - 16 | Last 24 Hrs - 3 |
| | Aircraft Type - 7ECA | Make/Model- 46 |
| | | Last 30 Days- UNK/NR |
| | | Instrument- 3 |
| | | Last 90 Days- 13 |
| | | Multi-Eng - UNK/NR |
| | | Rotorcraft - UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ELECTED TO TAKE OFF IN HIS TAILDRAGGER ON RWY 19 WHICH IS 4050 FT LONG & 200 FT WIDE DURING A PERIOD WHEN THE WIND WAS ESTIMATED AT 270 DEG, 20 KTS, WITH GUSTS TO 25 KTS. THE PLT STATED THAT AT ROTATION FULL RT RUDDER WAS APPLIED, BUT HIS HOMEBUILT, BIPLANE CONTINUED TO DRIFT LT. THE ACFT DRIFTED OFF THE RWY, COLLIDED WITH BRUSH & "CARTWHEELED TO A STOP WITH A BROKEN LEFT LOWER WING."

Brief of Accident (Continued)

File No. - 1942

6/15/85

UPPER LAKE, CA

A/C Reg. No. N80GL

Time (Lc1) - 1630 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1999 7/20/85 SAN ANDREAS, CA A/C Reg. No. N7305V Time (Lcl) - 1233 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
1
0

Minor
0
0

None
0
3

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

Make/Model - BELLANCA 17-30
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3025
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 30.0 SM
Lowest Sky/Clouds - 6500 FT
Lowest Ceiling - 6500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PACOIMA, CA
Destination
COLUMBIA, CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 42
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - VIKING

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 230
Last 24 Hrs - 2
Make/Model- 89
Last 30 Days- 15
Instrument- 0
Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TOOK OFF ON A 2 HR FLT WITH ABOUT 6 HRS OF FUEL ON BOARD. ON SEVERAL OCCASIONS DURING THE FLT, HE REPOSITIONED THE FUEL SELECTOR HANDLE. HE STATED THAT WHEN HE MADE A VERY SHALLOW TURN TO THE RIGHT, NEAR HIS DESTINATION, THE ENG SUDDENLY LOST POWER. HE ATTEMPTED TO RESTART THE ENG BY SWITCHING THE FUEL SELECTOR TO VARIOUS POSITIONS, BUT POWER WAS NOT RESTORED. THE PLT ATTEMPTED TO GLIDE TO THE NEAREST ARPT, BUT HAD INSUFFICIENT ALT. SUBSEQUENTLY, HE LANDED THE ACFT IN A FIELD WITH THE GEAR RETRACTED. AN EXAM OF THE ACFT REVEALED NO PREIMPACT PART FAILURE OR MALFUNCTION THAT WOULD HAVE PREVENTED NORMAL OPERATION OF THE ENG. APRX 37 GAL OF FUEL WAS FOUND IN THE FOUR FUEL TANKS. THE LEFT MAIN FUEL TANK WAS FOUND TO BE EMPTY, BUT FUEL WAS FOUND IN THE OTHER TANKS. ONE TANK WAS VIRTUALLY FULL; ONE WAS ABOUT 1/2 FULL; THE OTHER WAS ABOUT 10% FULL.

Brief of Accident (Continued)

File No. - 1999

7/20/85

SAN ANDREAS, CA

A/C Reg. No. N7305V

Time (Lc1) - 1233 PDT

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

Finding(s)

1. FUEL SYSTEM - INADEQUATE
2. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN - MANUFACTURER
3. FLUID, FUEL - STARVATION
4. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
5. REMEDIAL ACTION - NOT ATTAINED -

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

6. TERRAIN CONDITION - OPEN FIELD
7. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

----Probable Cause----

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

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. - 1857 8/30/85 SIMI VALLEY, CA A/C Reg. No. N6490V Time (Lcl) - 1736 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

0

0

Injuries

Serious

2

1

Minor

0

0

None

0

0

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

Make/Model - CESSNA T303
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5000
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-520-AE
Number Engines - 2
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 - 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
SANTA MONICA, CA
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)
ATP
SE LAND, ME LAND

Age - 30
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 3365 Last 24 Hrs - 6
Make/Model- 127 Last 30 Days- 112
Instrument- 218 Last 90 Days- 178
Multi-Eng - 387

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREES DURING A FORCED LANDING FOLLOWING A LOSS OF PWR. THE STUDENT PLT STATED THE FLT WAS NORMAL UNTIL A "VIOLENT RIGHT YAW" DEVELOPED WHEN THE TROTTLES WERE ADVANCED TO RECOVER FROM A PRACTICE STALL. AS THE CFI TOOK OVER THE CONTROLS AND ATTEMPTED RECOVERY A "SUBSTANTIAL LOSS OF POWER" OCCURRED ON BOTH ENGS. A FORCED LANDING WAS MADE IN A FLD DURING WHICH THE LEFT WING CONTACTED TREES AND THE ACFT WAS ENGULFED IN FLAMES. POST ACCIDENT EXAMINATION OF THE LEFT ENG FAILED TO DISCLOSE ANY DISCREPANCIES. DISCREPANCIES WERE NOTED ON THE RIGHT ENG.
1) THE FUEL CONTROLLER FUEL LINE "TEE" FITTING WAS CRACKED AROUND 50% OF ITS CIRCUMFERENCE. (DUCTILE OVERLOAD)
2) THE TURBOCHARGER GASKET ON THE INLET SIDE OF THE TURBINE SHOWED LEAKAGE AROUND 70% OF THE GASKET ARE. THE ACFT HAD A HISTORY OF SYMPTOMS OF FUEL VAPORIZATION WHICH SUBSIDED WITH USE OF THE AUX FUEL PUMP AS THE ENG MANUFACTORER SUGGESTS. IT IS UNKNOWN IF THE AUX PUMP WAS USED DURING THIS ACCIDENT.

Brief of Accident (Continued)

File No. - 1857

8/30/85

SIMI VALLEY, CA

A/C Reg. No. N6490V

Time (Lcl) - 1736 PDT

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

Finding(s)

1. FUEL SYSTEM, LINE - LEAK
2. MAINTENANCE, INSTALLATION - IMPROPER - MANUFACTURER
3. EXHAUST SYSTEM, TURBOCHARGER - LEAK
4. FUEL SYSTEM, LINE FITTING - CRACKED
5. FLUID, FUEL - STARVATION
6. WEATHER CONDITION - TEMPERATURE EXTREMES

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

Finding(s)

7. FLUID, FUEL - STARVATION
8. WEATHER CONDITION - TEMPERATURE EXTREMES

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

Finding(s)

9. OBJECT - TREE(S)

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

Factor(s) relating to this accident is/are finding(s) 1,3,4,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1870 9/06/85 CARSON,CA A/C Reg. No. N3801Z Time (Lc1) - 1041 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

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

Make/Model - BEECH A36TC
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3650
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-520-UB
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/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 - 20.0 SM
Lowest Sky/Clouds - 2900 FT
Lowest Ceiling - 2900 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
COMPTON,CA
Destination
SAN DIEGO,CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 28
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - UNK/NR

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

Total - 450 Last 24 Hrs - 1
Make/Model- 432 Last 30 Days- UNK/NR
Instrument- 64 Last 90 Days- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LOST PWR AT 1500 FT SHORTLY AFTER DEPARTURE FROM COMPTON, CA. THE PLT PERFORMED AN EMERGENCY LANDING ON A DIRT ROAD AND THE ACFT CONTACTED A CONCRETE CURB. THE ENG HAD A BEECH MANDATORY SERVICE BULLETIN NO. 2033 COMPLETED THE DAY BEFORE THE ACCIDENT WHICH MODIFIED THE FUEL SYSTEM. TESTS OF THE VARIABLE ABSOLUTE PRESSURE CONTROLLER DISCLOSED THAT THE ALPHA ANGLE WAS SET AT 10 TO 11 DEGS OVER THE LIMITS.

Brief of Accident (Continued)

File No. - 1870

9/06/85

CARSON, CA

A/C Reg. No. N3801Z

Time (Lcl) - 1041 PDT

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

Finding(s)

1. FUEL SYSTEM, FUEL CONTROL - PRESSURE EXCESSIVE
 2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
 3. MAINTENANCE, CALIBRATION - INACCURATE - OTHER MAINTENANCE PSNL
 4. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1859 10/06/85 ORINDA, CA A/C Reg. No. N45293 Time (Lcl) - 1515 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

| | Fatal | Serious | Minor | None |
|------|-------|---------|-------|------|
| Crew | 1 | 0 | 0 | 0 |
| Pass | 2 | 0 | 0 | 0 |

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

Make/Model - GULFSTREAM AA-5B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4K
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 260/010 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - 50 FT

Lowest Ceiling - 50 FT OBSCURED

Obstructions to Vision- FOG

Precipitation - DRIZZLE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

RED BLUFF, CA

Destination

SAN CARLOS, CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - VFR

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 34

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 225

Make/Model- 60

Instrument- 0

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH RISING TERRAIN ON A SOUTHERLY HEADING. A VFR FLT PLAN WAS FILED. A WITNESS NEAR THE ACCIDENT SITE REPORTED LOW CEILINGS AND A FORWARD GROUND VISIBILITY OF 50 FT. APRX 15 MINUTES PRIOR TO THE ACCIDENT THE ACFT WAS SEEN FLYING SOUTHEAST OF THE ACCIDENT SITE ON A SOUTHWESTERLY HEADING AT AN ALT OF APRX 200 TO 500 FT AGL. SHORTLY THEREAFTER, THE SAME WITNESS OBSERVED THE ACFT TRAVELING NORTHBOUND THROUGH THE SAME AREA. SEVERAL OTHER WITNESSES REPORTED SEEING THE ACFT FLYING ALONG HWY 24 AT LOW ALTITUDES.

Brief of Accident (Continued)

File No. - 1859

10/06/85

ORINDA,CA

A/C Reg. No. N45293

Time (Lc1) - 1515 PDT

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. IMPROPER DECISION,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
6. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)

7. 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) 6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1871 10/13/85 SCHELLVILLE,CA A/C Reg. No. N46871 Time (Lcl) - 1545 PDT

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

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

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

| | | | |
|------------------------------------|--|------------------------------|------|
| Make/Model - BOEING A75N1 | Eng Make/Model - P&W 985-AN3 | ELT Installed/Activated - NO | -N/A |
| Landing Gear - TAILWHEEL-ALL FIXED | Number Engines - 1 | Stall Warning System - NO | |
| Max Gross Wt - 3200 | Engine Type - RECIPROCATING-CARBURETOR | | |
| No. of Seats - 2 | Rated Power - 450 HP | | |

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

| | | |
|-------------------------------------|----------------------------|----------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | ON AIRPORT |
| Method - N/A | SAME AS ACC/INC | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | WILLITS,CA | SONOMA VALLEY |
| 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 - 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 - 44 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| COMMERCIAL | Current - YES | Total - 4462 |
| SE LAND | Months Since - 3 | Make/Model- 453 |
| | Aircraft Type - 108-3 | Instrument- 81 |
| | | Multi-Eng - 1 |
| | | Last 24 Hrs - 1 |
| | | Last 30 Days- 11 |
| | | Last 90 Days- 30 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED WHILE ATTEMPTING A SLOW ROLL IMMEDIATELY AFTER DEPARTING FROM RWY 34 AT THE SONOMA VALLEY ARPT. THE PLT STATED TO WITNESSES THAT HE LIKED TO ROLL HIS ACFT AFTER TAKEOFF. WITNESSES INDICATED THE ACFT BECAME AIRBORNE AFTER A 300 TO 400 FT GROUND ROLL AND ATTAINED AN ALT OF APRX 100 FT AGL AT A 45 DEG CLIMB ANGLE. THE AIRSPEED WAS APRX 85 TO 90 MPH WHEN IT ROLLED TO THE LEFT, FELL OUT OF THE MANEUVER AND STRUCK THE GROUND 3/4 OF THE WAY THROUGH THE ROLL. NONE OF THE WITNESSES REPORTED HEARING OR SEEING ANY MECHANICAL DIFFICULTIES WITH THE ACFT PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1871

10/13/85

SHELLVILLE,CA

A/C Reg. No. N46871

Time (Lc1) - 1545 PDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INTENTIONAL - PILOT IN COMMAND
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OSTENTATIOUS DISPLAY - PILOT IN COMMAND
4. AEROBATICS - ATTEMPTED - PILOT IN COMMAND
5. AEROBATICS - IMPROPER - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1806

10/01/85

CORTEZ, CO

A/C Reg. No. N9614S

Time (Lcl) - 1552 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 1 |

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

Fire
NONE

Crew
Pass

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

Make/Model - CHAMPION 7GCAA
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
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 - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 270/005 KTS
Visibility - 60.0 SM
Lowest Sky/Clouds - 7000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHEYENNE, WY
Destination
CORTEZ, CO

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND

Age - 58

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

| | | | |
|-------------|----------|---------------|----------|
| Total | - 2417 | Last 24 Hrs | - 4 |
| Make/Model- | UNK/NR | Last 30 Days- | UNK/NR |
| Instrument- | 138 | Last 90 Days- | 23 |
| Multi-Eng | - UNK/NR | Rotorcraft | - UNK/NR |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER 3.9 HRS FLT TIME ON A X-COUNTRY FLT FROM CHEYENNE, WY, TO CORTEZ, CO, THE PLT EXPERIENCED AN ENG FAILURE DUE TO FUEL EXHAUSTION. HE EXECUTED A FORCED LANDING IN A MOUNTAIN MEADOW THAT WAS NOT ADEQUATE IN LENGTH FOR THE LANDING. THE ACFT IMPACTED TREES ON LANDING ROLL AT APRX 10 MPH.

Brief of Accident (Continued)

File No. - 1806

10/01/85

CORTEZ, CO

A/C Reg. No. N9614S

Time (Lc1) - 1552 MDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. OBJECT - TREE(S)

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1820 9/15/85 DANBURY, CT A/C Reg. No. N6429S Time (Lcl) - 1800 EDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
SUBSTANTIAL

Fire NONE

Crew 0
Pass 0

Fatal 0
0

Injuries
Serious 0
0

Minor 0
0

None 1
5

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

Make/Model - BEECH BE-55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4880
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 330/007 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MT. POCONO, PA
Destination
DANBURY, CT

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

DANBURY MUNICIPAL
Runway Ident - 35
Runway Lth/Wid - 3137/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 31

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

| | | | |
|-------------|--------|---------------|--------|
| Total | - 1441 | Last 24 Hrs | - 1 |
| Make/Model- | 823 | Last 30 Days- | UNK/NR |
| Instrument- | 220 | Last 90 Days- | 29 |
| Multi-Eng - | 896 | Rotorcraft - | UNK/NR |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT ON TOUCHDOWN THE LEFT MAIN GEAR COLLAPSED FOLLOWED BY THE RIGHT MAIN GEAR AND NOSE GEAR. THE ACFT SLID APRX 600 TO 700 FT BEFORE STOPPING. ACCORDING TO THE PLT HE CONFIRMED THE GEAR WAS DOWN AND LOCKED WHILE ON BASE. A GEAR CYCLE TEST PERFORMED ON THE ACFT AFTER THE ACCIDENT FAILED TO DISCLOSE ANY MECHANICAL FAILURE/MALFUNCTION.

Brief of Accident (Continued)

File No. - 1820

9/15/85

DANBURY,CT

A/C Reg. No. N6429S

Time (Lcl) - 1800 EDT

Occurrence #1 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
 1. LANDING GEAR - FAILURE, TOTAL
 2. LANDING GEAR - UNDETERMINED

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1977 9/15/85 MADISON, CT A/C Reg. No. N2387P Time (Lcl) - 1745 EDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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 -APPROACH

Fire
NONE

Crew
Pass

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

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

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

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 009 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NEW HAVEN, CT
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

GRISWOLD
Runway Ident - 24
Runway Lth/Wid - 1800/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 28
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - PA28161

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

| | | | |
|-------------|--------|---------------|----------|
| Total | - 1012 | Last 24 Hrs | - UNK/NR |
| Make/Model- | 238 | Last 30 Days- | UNK/NR |
| Instrument- | 0 | Last 90 Days- | UNK/NR |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON THE DOWNWIND LEG FOR RWY 24, THE INSTRUCTOR REDUCED POWER TO IDLE FOR ENGINE FAILURE SIMULATION. THE STUDENT MADE A SHORT APPROACH AND UPON REACHING 700 FT AGL THE STUDENT HEADED DIRECTLY TOWARD THE APPROACH END OF THE RWY AT A 30 DEG ANGLE FROM RWY HEADING. ON SHORT FINAL THE ACFT WAS TURNED FOR RWY ALIGNMENT AND POWER WAS ADDED TO AVOID REEDS THAT OBSTRUCT THE APPROACH PATH OF THE RWY. THE L WING AND MAIN GEAR STRUCK THE WEEDS. THE ACFT CAME TO REST ON GRASS AREA SHORT OF RWWY. THE REEDS ARE 8 TO 10 FT HIGH AND 100 FT FROM THE RWY THRESHOLD.

Brief of Accident (Continued)

File No. - 1977

9/15/85

MADISON,CT

A/C Reg. No. N2387P

Time (Lc1) - 1745 EDT

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

Finding(s)

1. DISTANCE - MISJUDGED - DUAL STUDENT
2. ALTITUDE - MISJUDGED - DUAL STUDENT
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION
5. CLEARANCE - NOT MAINTAINED - DUAL STUDENT
6. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1987

8/01/85

OCHOPEE, FL

A/C Reg. No. N88AR

Time (Lcl) - 1030 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 -BUSINESS

Flight Conducted Under -14 CFR 91

Accident Occurred During -STANDING

Fire
NONE

Crew
Pass

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

Make/Model - BELL HELICOPTER 47G-2

Landing Gear - FLOAT

Max Gross Wt - 2450

No. of Seats - 3

Eng Make/Model - LYCOMING VO-435-A1B

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 200 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

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

SAME AS ACC/INC

Destination

CLEWISTON, FL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 30

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2229

Make/Model- 88

Instrument- 0

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 30

Rotorcraft - 601

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE DROPPED HIS PASSENGER OFF AT A WATER STATION IN THE EVERGLADES, WATER TAXIED AWAY FROM THE STATION, ACCELERATED UP TO 3100 RPM & JUST BEFORE HE ADDED COLLECTIVE PITCH THE TRANSMISSION ASS'Y DEPARTED THE HELICOPTER, IT ROLLED TO THE RIGHT & CAME TO REST INVERTED. NO DETERMINATION COULD BE MADE AS TO THE NATURE OF THE MAIN ROTOR ASS'Y SEPARATION AS DESCRIBED BY THE PILOT.

Brief of Accident (Continued)

File No. - 1987

8/01/85

OCHOPEE, FL

A/C Reg. No. N88AR

Time (Lcl) - 1030 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. ROTOR DRIVE SYSTEM, MAIN GEAR BOX/TRANSMISSION - SEPARATION
2. UNDETERMINED

Occurrence #2 ROLL OVER
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

3. TERRAIN CONDITION - WATER, GLASSY

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1869 8/14/85 SARASOTA, FL A/C Reg. No. N7882S Time (Lcl) - 1748 EDT

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

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

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

| | | |
|------------------------|----------------------------------|-----------------------------------|
| Make/Model - BELL 206A | Eng Make/Model - ALLISON 250-C18 | 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 - 5 | Rated Power - 317 HP | |

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

| | | |
|---------------------------------------|--------------------------------------|---------------------------------|
| Weather Data | Itinerary | Airport Proximity ON AIRPORT |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point SARASOTA, FL | |
| Method - N/A | Destination LOCAL | Airport Data SARASOTA |
| Completeness - N/A | | Runway Ident - N/A |
| Basic Weather - VMC | ATC/Airspace | Runway Lth/Wid - N/A |
| Wind Dir/Speed- 140/012 KTS | Type of Flight Plan - NONE | Runway Surface - MACADAM |
| Visibility - 15.0 SM | Type of Clearance - NONE | Runway Status - DRY |
| Lowest Sky/Clouds - 2000 FT SCATTERED | Type Apch/Lndg - STRAIGHT-IN | |
| Lowest Ceiling - 10000 FT BROKEN | FULL STOP | |
| 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) |
| COMMERCIAL | Current - YES | Total - 3300 |
| SE LAND, ME LAND, SE SEA | Months Since - 1 | Make/Model- 260 |
| HELICOPTER | Aircraft Type - HILLER | Instrument- 0 |
| | | Multi-Eng - 40 |
| | | Last 24 Hrs - 1 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 38 |
| | | Rotorcraft - 400 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER PLT LANDED THE HELICOPTER ON A WOOD DECKED LANDING DOLLY. AFTER LANDING HE REDUCED THE COLLECTIVE PITCH CONTROL FULL DOWN AND REDUCED THE THROTTLE TO IDLE. AT THE TIME OF LANDING THE WIND WAS ON THE NOSE OF THE ACFT. SHORTLY AFTER LANDING THE WIND SHIFTED TO THE LEFT AND INCREASED IN INTENSITY. THE ACFT THEN YAWED TO THE LEFT AND ROLLED OVER OFF THE LEFT SIDE OF THE DOLLY.

Brief of Accident (Continued)

File No. - 1869

8/14/85

SARASOTA, FL

A/C Reg. No. N7882S

Time (Lc1) - 1748 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation STANDING - IDLING ROTORS

Finding(s)

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

Occurrence #2 ROLL OVER
Phase of Operation STANDING - IDLING ROTORS

-----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. - 1895 8/16/85 FT. MYERS, FL A/C Reg. No. N7122V Time (Lcl) - 1348 EDT

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

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

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

| | | | | | |
|--------------|------------------------|----------------|-----------------------|-------------------------|----------|
| Make/Model | - MOONEY M20F | Eng Make/Model | - LYCOMING IO-360-A1A | ELT Installed/Activated | - YES/NO |
| Landing Gear | - TRICYCLE-RETRACTABLE | Number Engines | - 1 | Stall Warning System | - YES |
| Max Gross Wt | - 2740 | Engine Type | - RECIP-FUEL INJECTED | | |
| No. of Seats | - 4 | Rated Power | - 200 HP | | |

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

| | | |
|--|---|---|
| <p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - 130/007 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 3000 FT</p> <p>Lowest Ceiling - 3000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p> | <p>Itinerary</p> <p>Last Departure Point</p> <p>FT. MYERS, FL</p> <p>Destination</p> <p>CONNELLSVILLE, PA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - NONE</p> | <p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>PAGE FIELD</p> <p>Runway Ident - 23</p> <p>Runway Lth/Wid - 6461/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p> |
|--|---|---|

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

| | | | | | | | | | | | | | | | | | | |
|---|---|--|-------|--------|-------------|-----|------------|--------|--------------|------|------------|-------|--------------|------|-----------|--------|------------|-----|
| <p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND</p> | <p>Age - 51</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 36</p> <p>Aircraft Type - M20F</p> | <p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 2177</td> <td>Last 24 Hrs</td> <td>- 0</td> </tr> <tr> <td>Make/Model</td> <td>- 1206</td> <td>Last 30 Days</td> <td>- 44</td> </tr> <tr> <td>Instrument</td> <td>- 607</td> <td>Last 90 Days</td> <td>- 57</td> </tr> <tr> <td>Multi-Eng</td> <td>- 1260</td> <td>Rotorcraft</td> <td>- 3</td> </tr> </table> | Total | - 2177 | Last 24 Hrs | - 0 | Make/Model | - 1206 | Last 30 Days | - 44 | Instrument | - 607 | Last 90 Days | - 57 | Multi-Eng | - 1260 | Rotorcraft | - 3 |
| Total | - 2177 | Last 24 Hrs | - 0 | | | | | | | | | | | | | | | |
| Make/Model | - 1206 | Last 30 Days | - 44 | | | | | | | | | | | | | | | |
| Instrument | - 607 | Last 90 Days | - 57 | | | | | | | | | | | | | | | |
| Multi-Eng | - 1260 | Rotorcraft | - 3 | | | | | | | | | | | | | | | |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT SETTLED TO THE RWY DURING THE TAKEOFF ROLL AFTER THE LANDING GEAR RETRACTED. THE PLT STATED THAT THE LANDING GEAR COLLAPSED FOR AN UNKNOWN REASON. A POST ACCIDENT INSPECTION OF THE LANDING GEAR AND RELATED COMPONENTS REVEALED NO DEFECTS OR MALFUNCTION THAT WOULD HAVE PRECLUDED NORMAL OPERATION.

Brief of Accident (Continued)

File No. - 1895

8/16/85

FT. MYERS, FL

A/C Reg. No. N7122V

Time (Lc1) - 1348 EDT

Occurrence #1 GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. GEAR RETRACTION - PREMATURE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1894 8/22/85 PANAMA CITY BCH,FL A/C Reg. No. N4253A Time (Lcl) - 1030 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - BELL 47D1
Landing Gear - SKID
Max Gross Wt - 2200
No. of Seats - 3

Eng Make/Model - FRANKLIN 6VS-335A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 225 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 - IMC
Wind Dir/Speed- CALM
Visibility - 2.000 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - 1500 FT BROKEN
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

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

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

| | | | | | |
|-------------|-----|---------------|-------------|------|---|
| Total | - | 2010 | Last 24 Hrs | - | 0 |
| Make/Model- | 900 | Last 30 Days- | UNK/NR | | |
| Instrument- | 5 | Last 90 Days- | 400 | | |
| | | Rotorcraft | - | 1256 | |

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER CONTACTED A FENCE AND SLID NOSE DOWN INTO A RAVINE DURING A FORCED LANDING. THE PLT REPORTED THAT AFTER TAKEOFF AT AN ALT OF 35 TO 40 FT AGL, A LOAD BANG WAS HEARD AND GRAY/WHITE SMOKE WAS EMITTED FROM THE TRANSMISSION/ENG AREA. THE THROTTLE WAS ROLLED OFF AND COLLECTIVE LOWERED FOR THE FORCED LANDING. POST ACCIDENT INSPECTION OF THE ENG REVEALED 11 SPARK PLUGS WERE MISFIRING AND THE RIGHT MAGNETO "P" LEAD HAD SHORTED OUT ON THE ENG CASE.

Brief of Accident (Continued)

File No. - 1894

8/22/85

PANAMA CITY BCH,FL

A/C Reg. No. N4253A

Time (Lcl) - 1030 CDT

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

Finding(s)

1. IGNITION SYSTEM,MAGNETO - SHORTED
 2. IGNITION SYSTEM,SPARK PLUG - INOPERATIVE
 3. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
-

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 - DITCH
-

-----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. - 1934 8/28/85 DAYTONA BEACH,FL A/C Reg. No. N6502L Time (Lcl) - 2047 EDT

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

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

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

| | | |
|---|--|----------------------------------|
| Make/Model - GRUMMAN AIRCRAFT CORP. AA-1B | Eng Make/Model - LYCOMING O-235-C2C | ELT Installed/Activated - YES/NO |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 1560 | 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 | PANAMA CITY,FL | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | NEW SMYRNA BCH,FL | Runway Ident - N/A |
| Wind Dir/Speed- 100/008 KTS | ATC/Airspace | Runway Lth/Wid - N/A |
| Visibility - 7.0 SM | Type of Flight Plan - VFR | Runway Surface - N/A |
| Lowest Sky/Clouds - 10000 FT SCATTERED | Type of Clearance - NONE | Runway Status - N/A |
| Lowest Ceiling - NONE | Type Apch/Lndg - NONE | |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - NIGHT(DARK) | | |

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

| | | |
|--------------------------|------------------------|--|
| Pilot-In-Command | Age - 68 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| COMMERCIAL | Current - YES | Total - 744 |
| SE LAND | Months Since - 3 | Make/Model- 192 |
| | Aircraft Type - AA-1B | Instrument- 86 |
| | | Last 24 Hrs - 8 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 13 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT DID NOT KNOW HOW TO TURN ON THE INSTRUMENT PANEL LIGHTS NOR DID HE HAVE A FLASH LIGHT AVAILABLE. HE CONTINUED FLIGHT INTO DARKNESS OF NIGHT AT WHICH TIME HE BECAME DISORIENTED AND LOST. HE CONTINUED TO FLY UNTIL HE EXHAUSTED ALL FUEL ON THE AIRCRAFT AND THE ENGINE FAILED. WHILE MAKING A FORCED LANDING ON A BEACH HE COLLIDED WITH A WOODEN STAIRWAY.

Brief of Accident (Continued)

File No. - 1934

8/28/85

DAYTONA BEACH, FL

A/C Reg. No. N6502L

Time (Lc1) - 2047 EDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 2. EQUIPMENT, OTHER - NOT ATTAINED - PILOT IN COMMAND
 3. INSTRUMENT LIGHTS - NOT ENGAGED
 4. LIGHT CONDITION - DARK NIGHT
 5. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 6. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
-

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

Finding(s)

7. FLUID, FUEL - EXHAUSTION
 8. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
-

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

Occurrence #4 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) 1,2,5,6,8

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1878 8/28/85 HAWTHORNE, FL A/C Reg. No. N543GT Time (Lcl) - 2300 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 |

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

Fire Crew Pass
ON GROUND 0 0

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

Make/Model - CESSNA 310B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4700
No. of Seats - 4

Eng Make/Model - TELEDYNE IO-470
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
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- 080/006 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 20000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
DAMON, TX
Destination
HAWTHORNE, FL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MELROSE FIELD
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ICE
Runway Status - N/A

ATC/Airspace

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

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

Pilot-In-Command

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

Age - .42
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

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

| | | | |
|-------------|--------|---------------|--------|
| Total | - 1155 | Last 24 Hrs | - 10 |
| Make/Model- | 32 | Last 30 Days- | UNK/NR |
| Instrument- | 46 | Last 90 Days- | 13 |
| Multi-Eng | - 522 | | |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A X-COUNTRY FLT THE PLT STATED THAT THE AUTOPLT WAS ERRATIC, HOT AND SMOKING. THE PLT FURTHER STATED THAT HE CONTINUED TO USE THE AUTOPLT. AT ABOUT 1000 FT ON FINAL APCH THE AUTOPLT FAILED FOR UNKNOWN REASONS AND THE ACFT NOSED DOWN. THE ACFT CRASHED AND WAS TOTALLY CONSUMED BY A POST IMPACT FIRE.

Brief of Accident (Continued)

File No. - 1878

8/28/85

HAWTHORNE, FL

A/C Reg. No. N543GT

Time (Lc1) - 2300 EDT

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

Finding(s)

1. AUTOPILOT/FLIGHT DIRECTOR - FAILURE, TOTAL
 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
 3. AUTOPILOT/FLIGHT DIRECTOR - UNDETERMINED
-

Occurrence #2 NOSE DOWN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1989 9/03/85 NEW SMYRNA BCH,FL A/C Reg. No. N84046 Time (Lcl) - 1745 EDT

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

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

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

| | | |
|---|---|-----------------------------------|
| Make/Model - AERONCA 7AC | Eng Make/Model - CONTINENTAL A-65 | 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 - 3 | Rated Power - 65 HP | |

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

| | | |
|--|---------------------------------------|---------------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - FSS | Last Departure Point | ON AIRPORT |
| Method - TELEPHONE | SEBASTIAN,FL | |
| Completeness - FULL | Destination | Airport Data |
| Basic Weather - VMC | NEW SMYRNA BCH,FL | NEW SMYRNA BEACH |
| Wind Dir/Speed- 090/010 KTS | ATC/Airspace | Runway Ident - 11 |
| Visibility - 10.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - 4300/ 100 |
| Lowest Sky/Clouds - 2000 FT SCATTERED | Type of Clearance - NONE | Runway Surface - ASPHALT |
| Lowest Ceiling - NONE | Type Apch/Lndg - TRAFFIC PATTERN | Runway Status - DRY |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

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

| | | |
|--------------------------|------------------------|--|
| Pilot-In-Command | Age - 48 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| ATP | Current - YES | Total - 12961 |
| SE LAND,ME LAND | Months Since - 3 | Make/Model- 1500 |
| GLIDER | Aircraft Type - 737 | Instrument- 11000 |
| | | Multi-Eng - 922 |
| | | Last 24 Hrs - 2 |
| | | Last 30 Days- 88 |
| | | Last 90 Days- 224 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT SWERVED TO THE LEFT ON LANDING AS THE TAILWHEELCONTACTED THE RUNWAY. THE AIRCRAFT LEFT THE RUNWAY AND COLLIDED WITH AN EMBANKMENT SHEARING THE RIGHT MAIN LANDING GEAR. A POST ACCIDENT EXAMINATION OF THE TAILWHEEL STEERING ENTERING ASSEMBLY REVEALED THAT IT HAD BEEN IMPROPERLY ADJUSTED/INSTALLED WHICH LEFT THE TAILWHEEL LOCKED IN SUCH A MANNER SO AS TO PRODUCED A SWERVING MOMENT WHEN THE TAIL WHEEL CONTACTED THE RUNWAY.

Brief of Accident (Continued)

File No. - 1989

9/03/85

NEW SMYRNA BCH, FL

A/C Reg. No. N84046

Time (Lcl) - 1745 EDT

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

Finding(s)

1. LANDING GEAR, TAILWHEEL ASSEMBLY - ASYMMETRICAL
 2. MAINTENANCE, ADJUSTMENT - IMPROPER - OTHER MAINTENANCE PSNL
 3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT POSSIBLE - 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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1986 9/04/85 EVERGLADES CITY, FL A/C Reg. No. N8015X Time (Lcl) - 1030 EDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 |

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

Fire Crew
NONE Pass

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

Make/Model - PIPER AIRCRAFT 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 - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 090/007 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MARATHON, FL
Destination
VENICE, FL

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 - FORCED LANDING

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

Pilot-In-Command

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

Age - 28
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 713
Make/Model- 97
Instrument- 112
Multi-Eng - 6
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 169

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT WHILE RETURNING TO VENICE FROM MARATHON, THE ACFT STARTED TO LOSE POWER. HE SWITCHED TANKS BUT THE PROBLEM CONTINUED. HE NOTIFIED FORT MYERS APCH HE WAS HAVING PROBLEMS AND WHEN THE POWER DETERIORATED TO 1600 RPM, HE ELECTED TO DITCH THE ACFT IN CHOROLOSEE BAY ABOUT 200 YARDS OFF SHORE IN ABOUT 3 FT OF WATER. AFTER THE ACFT WAS RECOVERED FROM THE BAY, AN ENG TEARDOWN WAS PERFORMED, IT REVEALED; THE NUMBER ONE CYL INTAKE VALVE WAS TULIPED, THE CYL AND TOP OF THE PISTON WERE CLEAN INDICATING THAT A LOSS OF COMPRESSION AND DETONATION HAD OCCURRED IN THAT CYL, EXPLAINING THE PARTIAL LOSS OF POWER EXPERIENCED BY THE PLT.

Brief of Accident (Continued)

File No. - 1986

9/04/85

EVERGLADES CITY, FL

A/C Reg. No. N8015X

Time (Lc1) - 1030 EDT

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

Finding(s)

1. ENGINE ASSEMBLY, VALVE - FAILURE, PARTIAL
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. ENGINE ASSEMBLY, CYLINDER - LOW COMPRESSION
4. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
5. ENGINE ASSEMBLY, PISTON - OVERTEMPERATURE
6. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1985 9/04/85 MOORE HAVEN, FL A/C Reg. No. N8429E Time (Lcl) - 0830 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 | - BELL HELICOPTER 47G-2 | Eng Make/Model | - LYCOMING VO-435-AIB | ELT Installed/Activated | - NO | -N/A |
| Landing Gear | - TRICYCLE-FIXED | Number Engines | - 1 | Stall Warning System | - NO | |
| Max Gross Wt | - 2450 | Engine Type | - RECIPROCATING-CARBURETOR | | | |
| No. of Seats | - 3 | Rated Power | - 200 HP | | | |

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

| | | | |
|------------------------|-------------------------|-------------------|--------------|
| Weather Data | Itinerary | Airport Proximity | |
| Wx Briefing | - NO RECORD OF BRIEFING | OFF AIRPORT/STRIP | |
| Method | - N/A | | |
| Completeness | - N/A | Airport Data | |
| Basic Weather | - VMC | Runway Ident | - N/A |
| Wind Dir/Speed | - 060/006 KTS | Runway Lth/Wid | - N/A |
| Visibility | - 10.0 SM | Runway Surface | - GRASS/TURF |
| Lowest Sky/Clouds | - 25000 FT THIN BKN | Runway Status | - DRY |
| Lowest Ceiling | - NONE | | ROUGH |
| 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 - 1311 | Last 24 Hrs - 2 |
| SE LAND | Months Since - 4 | Make/Model - 140 | Last 30 Days - UNK/NR |
| HELICOPTER | Aircraft Type - UNK/NR | Instrument - 0 | Last 90 Days - 40 |
| | | | Rotorcraft - 157 |

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHILE FLYING AROUND HIS PROPERTY, HE SLOWED THE HELICOPTER UP TO DESCEND AND LAND, AT APRX 40 FT ALTITUDE THE ENG LOST POWER DUE TO CARBURATOR ICE BUILDUP. HE AUTOROTATED TO A LANDING & ON TOUCHDOWN HIS RIGHT SKID CONTACTED A LARGE BOULDER AND THE MAIN ROTOR TILTED BACK AND STRUCK THE TAILBOOM. INVESTIGATION REVEALED, AT THE TIME OF THE ACCIDENT THE HELICOPTER WAS OPERATING AT A TEMPERATURE AND DEWPOINT THAT IN REFERENCE TO PERFORMANCE CHARTS IS CONDUSIVE TO CARBURATOR VENTURI ICING.

Brief of Accident (Continued)

File No. - 1985

9/04/85

MOORE HAVEN, FL

A/C Reg. No. N8429E

Time (Lc1) - 0830 EDT

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

Finding(s)

1. ANTI-ICE/DE-ICE SYSTEM, CARBURETOR DE-ICE - NOT ENGAGED
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
4. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
5. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

6. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1988 9/06/85 PENSACOLA, FL A/C Reg. No. 15887 Time (Lcl) - 2005 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -MILITARY
Flight Conducted Under -MILITARY
Accident Occurred During -APPROACH

Aircraft Damage

MINOR

Fire

NONE

| | Fatal | Serious | Minor | None |
|-------|-------|---------|-------|------|
| Crew | 0 | 0 | 0 | 1 |
| Pass | 0 | 0 | 0 | 0 |
| Other | 0 | 0 | 0 | 2 |

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

Make/Model - NORTH AMERICAN T-2C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 13179
No. of Seats - 2

Eng Make/Model - GEN. ELEC. J-85GE-4
Number Engines - 2
Engine Type - TURBOJET
Rated Power - 2950 LBS THRUST

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- 270/004 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
PENSACOLA, FL
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PENSACOL
Runway Ident - 25R
Runway Lth/Wid - 8000/ 200
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 24
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR
Flight Time (Hours)

| | | | |
|-------------|-------|---------------|--------|
| Total | - 155 | Last 24 Hrs | - 1 |
| Make/Model- | 82 | Last 30 Days- | UNK/NR |
| Instrument- | 38 | Last 90 Days- | 47 |
| Multi-Eng - | 82 | Rotorcraft - | UNK/NR |

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE COMMERCIAL PLT & CFI DEPARTED FROM GULFPORT, MS ON A NIGHT VFR X-COUNTRY FLT TO GULF SHORES. AL. THE FLT LANDED AT FOLEY, AL AFTER THE PLT MISTOOK FOLEY FOR GULFSHORES 10 MI SOUTH. THE FLT DEPARTED AGAIN & WAS ADVISED BY ATC TO FLY A HEADING OF 170 DEG FOR GULFSHORES. CONTACT BETWEEN THE FLT & ATC WAS THEN TERMINATED DUE TO DISTANCE & ALT CONSIDERATION. THE PLT THEN OBSERVED THE LIGHTS OF OTHER ACFT EAST OF HIM & ASSUMED THEM TO BE IN THE TOUCH & GO PATTERN AT GULFSHORES. THE LIGHTS HE HAD OBSERVED WERE THOSE OF NAVY JET TRAINING A POSITION. THE NAVY ACFT WERE EXECUTING LEFT TRAFFIC BU THE CIVIL PLT ENTERED INTO RT TRAFFIC & SEQUENCED HIMSELF BETWEEN THE ACFT ON FINAL APCH. THE FASTER JET ACFT OVERTOOK THE CIVIL & A MIDAIR COLLISION OCCURED. BOTH ACFT LANDED SAFELY & THERE WERE NO INJURES. THE CIVIL PLT STATED THAT HE DID NOT KNOW HOW TO DISTINGUISH A CIVIL ARPT BEACON FROM A MILITARY ARPT BEACON.

Brief of Accident (Continued)

File No. - 1988

9/06/85

PENSACOLA, FL

A/C Reg. No. 15887

Time (Lc1) - 2005 CDT

Occurrence

MIDAIR COLLISION

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT OF OTHER AIRCRAFT
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT OF OTHER AIRCRAFT
3. AIR/GROUND COMMUNICATIONS - NOT USED - PILOT OF OTHER AIRCRAFT
4. CLIMB - NOT SELECTED - 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

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. - 1988 9/06/85 PENSACOLA, FL A/C Reg. No. N6177K Time (Lcl) - 2005 CDT

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

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

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

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

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

| | | |
|---|---|--|
| Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 270/004 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 2000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK) | Itinerary Last Departure Point FOLEY, AL Destination GULF SHORES, AL 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 PENSACOLA Runway Ident - 25R Runway Lth/Wid - 8000/ 200 Runway Surface - ASPHALT Runway Status - DRY |
|---|---|--|

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

| | | |
|---|--|--|
| Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND | Age - 30 Biennial Flight Review Current - YES Months Since - 2 Aircraft Type - PA-23 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 344 Make/Model- 275 Instrument- 45 Multi-Eng - 23 Last 24 Hrs - UNK/NR Last 30 Days- UNK/NR Last 90 Days- 10 Rotorcraft - UNK/NR |
|---|--|--|

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COMMERCIAL PLT & CFI DEPARTED FROM GULFPORT, MS ON A NIGHT VFR X-COUNTRY FLT TO GULF SHORES. AL. THE FLT LANDED AT FOLEY, AL AFTER THE PLT MISTOOK FOLEY FOR GULFSHORES 10 MI SOUTH. THE FLT DEPARTED AGAIN & WAS ADVISED BY ATC TO FLY A HEADING OF 170 DEG FOR GULFSHORES. CONTACT BETWEEN THE FLT & ATC WAS THEN TERMINATED DUE TO DISTANCE & ALT CONSIDERATION. THE PLT THEN OBSERVED THE LIGHTS OF OTHER ACFT EAST OF HIM & ASSUMED THEM TO BE IN THE TOUCH & GO PATTERN AT GULFSHORES. THE LIGHTS HE HAD OBSERVED WERE THOSE OF NAVY JET TRAINING A POSITION. THE NAVY ACFT WERE EXECUTING LEFT TRAFFIC BUT THE CIVIL PLT ENTERED INTO RT TRAFFIC & SEQUENCECD HIMSELF BETWEEN THE ACFT ON FINAL APCH. THE FASTER JET ACFT OVERTOOK THE CIVIL & A MIDAIR COLLISION OCCURRED. BOTH ACFT LANDED SAFELY & THERE WERE NO INJURES. THE CIVIL PLT STATED THAT HE DID NOT KNOW HOW TO DISTINGUISH A CIVIL ARPT BEACON FROM A MILITARY ARPT BEACON.

Brief of Accident (Continued)

File No. - 1988

9/06/85

PENSACOLA, FL

A/C Reg. No. N6177K

Time (Lc1) - 2005 CDT

Occurrence

MIDAIR COLLISION

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. AIR/GROUND COMMUNICATIONS - NOT USED - PILOT IN COMMAND
4. LANDED AT WRONG AIRPORT - INADVERTENT - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1853 10/07/85 OPA LOCKA, FL A/C Reg. No. N9135Y Time (Lcl) - 1216 EDT

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

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

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

| | | |
|-------------------------------------|---------------------------------------|----------------------------------|
| Make/Model - PIPER PA-31-310 | Eng Make/Model - LYCOMING TSI-540-A1A | ELT Installed/Activated - YES/NO |
| Landing Gear - TRICYCLE-RETRACTABLE | Number Engines - 2 | Stall Warning System - YES |
| Max Gross Wt - 6500 | Engine Type - RECIP-FUEL INJECTED | |
| No. of Seats - 6 | Rated Power - 310 HP | |

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

| | | |
|-------------------------------------|------------------------------|----------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | ON AIRPORT |
| Method - N/A | SAME AS ACC/INC | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | LOCAL | OPA-LOCKA |
| Wind Dir/Speed- 040/015 KTS | ATC/Airspace | Runway Ident - 09L |
| Visibility - 7.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - 8000/ 200 |
| Lowest Sky/Clouds - THIN BKN | Type of Clearance - NONE | Runway Surface - ASPHALT |
| Lowest Ceiling - 25000 FT BROKEN | Type Apch/Lndg - STRAIGHT-IN | Runway Status - DRY |
| Obstructions to Vision- NONE | FULL STOP | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

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

| | | |
|--------------------------|------------------------|--|
| Pilot-In-Command | Age - 41 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| COMMERCIAL | Current - YES | Total - 3315 |
| SE LAND, ME LAND, ME SEA | Months Since - 14 | Last 24 Hrs - UNK/NR |
| | Aircraft Type - UNK/NR | Make/Model- 36 |
| | | Last 30 Days- UNK/NR |
| | | Instrument- 221 |
| | | Last 90 Days- 0 |
| | | Multi-Eng - 2951 |
| | | Rotorcraft - UNK/NR |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT ON FINAL APCH AFTER LOWERING THE LANDING GEAR HE GOT AN UNSAFE GEAR LIGHT. HE THEN FLEW BY THE TWR & THE CONTROLLER STATED THAT THE GEAR APPEARED TO BE DOWN. HE THEN RECYCLED THE LANDING GEAR & RECEIVED A NORMAL GEAR DOWN INDICATION. UPON TOUCHDOWN THE RIGHT MAIN LANDING GEAR COLLAPSED & THE ACFT SLID OFF THE RWY INTO THE GRASS. POST CRASH INVESTIGATION REVEALED NO EVIDENCE OF BROKEN COMPONENTS. INSPECTION OF THE ACFT MAINT RECORDS REVEALED THE LEFT & RIGHT MAIN LANDING GEAR DOWNLOCKS HAD BEEN ADJUSTED TWO FLTS PRIOR TO THIS OCCURRENCE. ADDITIONALLY IT WAS LEARNED THAT THE RIGHT MAIN LANDING GEAR FELL INTO A HOLE WHILE THE ACFT WAS TAXIING ON THE FLT PRIOR TO THIS OCCURRENCE.

Brief of Accident (Continued)

File No. - 1853

10/07/85

OPA LOCKA,FL

A/C Reg. No. N9135Y

Time (Lc1) - 1216 EDT

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

Finding(s)
1. 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) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1979 7/08/85 PEACHTREE CITY,GA A/C Reg. No. N7474P Time (Lcl) - 1845 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - PIPER PA-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 290/011 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 68

Biennial Flight Review

Current - YES
Months Since - 10
Aircraft Type - 172RG

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

| | | | |
|-------------|-------|---------------|-----|
| Total | - 640 | Last 24 Hrs | - 0 |
| Make/Model- | 19 | Last 30 Days- | 6 |
| Instrument- | 1 | Last 90 Days- | 17 |

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT, HE FORGOT TO EXTEND THE LANDING GEAR. HE STATED MOST OF HIS FLIGHT TIME HAD BEEN IN FIXED GEAR AIRCRAFT. ON THIS FLIGHT HE HAD BEEN TOLD BY HIS INSTRUCTOR TO WORK ON SMOOTHING HIS RADIO TECHNIQUE ON THE SECOND LANDING OF THE FLIGHT HE EXTENDED FLAPS BUT FORGOT TO EXTEND THE GEAR.

Brief of Accident (Continued)

File No. - 1979

7/08/85

PEACHTREE CITY,GA

A/C Reg. No. N7474P

Time (Lc1) - 1845 EDT

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

Finding(s)

1. FUEL SYSTEM,DRAIN - CRACKED
 2. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND
 4. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1971 9/21/85 BAXLEY,GA A/C Reg. No. N84284 Time (Lcl) - 1600 EDT

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

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

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

| | | | | | |
|--------------|-----------------------|----------------|------------------------|-------------------------|-----------|
| Make/Model | - CESSNA A188B | Eng Make/Model | - CONTINENTAL IO-520-D | ELT Installed/Activated | - NO -N/A |
| Landing Gear | - TAILWHEEL-ALL FIXED | Number Engines | - 1 | Stall Warning System | - YES |
| Max Gross Wt | - 3300 | Engine Type | - RECIP-FUEL INJECTED | | |
| No. of Seats | - 1 | Rated Power | - 300 HP | | |

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

| | | |
|------------------------|-------------------------|----------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing | - NO RECORD OF BRIEFING | Last Departure Point |
| Method | - N/A | BAXLEY,GA |
| Completeness | - N/A | Destination |
| Basic Weather | - VMC | SAME AS ACC/INC |
| Wind Dir/Speed | - 045/005 KTS | ATC/Airspace |
| Visibility | - 7.0 SM | Type of Flight Plan |
| Lowest Sky/Clouds | - CLEAR | - NONE |
| Lowest Ceiling | - NONE | Type of Clearance |
| Obstructions to Vision | - NONE | - NONE |
| Precipitation | - NONE | Type Apch/Lndg |
| Condition of Light | - DAYLIGHT | - STRAIGHT-IN |
| | | Runway Ident |
| | | - N/A |
| | | Runway Lth/Wid |
| | | - N/A |
| | | Runway Surface |
| | | - DIRT |
| | | Runway Status |
| | | - RUBBER DEPOSITS |

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

| | | | |
|--------------------------|------------------------|---------------------|----------------------------------|
| Pilot-In-Command | Age - 31 | Medical Certificate | - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) | |
| COMMERCIAL | Current - YES | Total - 953 | Last 24 Hrs - UNK/NR |
| SE LAND | Months Since - 8 | Make/Model- 120 | Last 30 Days- UNK/NR |
| | Aircraft Type - UNK/NR | Instrument- 17 | Last 90 Days- 120 |
| | | Multi-Eng - 12 | |

Instrument Rating(s) - NONE

-----Narrative-----

PLT ATTEMPTED LDG IN CULTIVATED FIELD AFTER SOWING LOAD OF RYE GRASS SEED. GRND WAS SOFT AND WHEEL DUG IN AND ACFT NOSED OVER. PLT WAS NOT INJURED.

Brief of Accident (Continued)

File No. - 1971

9/21/85

BAXLEY,GA

A/C Reg. No. N84284

Time (Lcl) - 1600 EDT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
2. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, EXPECTANCY - PILOT IN COMMAND
4. TERRAIN CONDITION - OPEN FIELD
5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, HABIT INTERFERENCE - PILOT IN COMMAND
7. TERRAIN CONDITION - CROP

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1801 10/25/85 MARIETTA, GA A/C Reg. No. N757MC Time (Lcl) - 1830 EDT

-----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 | -LANDING | NONE | Pass 0 | 0 | 0 | 0 |

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

| | | | | | |
|--------------|------------------|----------------|----------------------------|-------------------------|----------|
| Make/Model | - CESSNA 152 | Eng Make/Model | - CONTINENTAL O-235-L2C | ELT Installed/Activated | - YES/NO |
| Landing Gear | - TRICYCLE-FIXED | Number Engines | - 1 | Stall Warning System | - YES |
| Max Gross Wt | - 1600 | Engine Type | - RECIPROCATING-CARBURETOR | | |
| No. of Seats | - 2 | Rated Power | - 110 HP | | |

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

| | | |
|--|--|---|
| <p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 210/005 KTS</p> <p>Visibility - 9.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p> | <p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">MARIETTA, GA</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p style="padding-left: 40px;">TOUCH AND GO</p> | <p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">MCGOLLUM</p> <p>Runway Ident - 09</p> <p>Runway Lth/Wid - 4591/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p> |
|--|--|---|

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

| | | |
|--------------------------|------------------------|--|
| Pilot-In-Command | Age - 29 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| STUDENT | Current - N/A | Total - 42 |
| | Months Since - N/A | Last 24 Hrs - 0 |
| | Aircraft Type - N/A | Make/Model- 42 |
| | | Last 30 Days- UNK/NR |
| | | Instrument- 0 |
| | | Last 90 Days- 17 |

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN ATTEMPTED TOUCH AND GO LANDING THE STUDENT PLT LOST DIRECTIONAL CONTROL OF THE ACFT. THE ACFT BALLOONED DURING TOUCHDOWN, VEERED OFF THE RWY AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1801

10/25/85

MARIETTA,GA

A/C Reg. No. N757MC

Time (Lcl) - 1830 EDT

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

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

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. - 1803 11/08/85 CUMMING, GA A/C Reg. No. N51182 Time (Lcl) - 1305 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

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

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

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

| | | | |
|-------------|----|---------------|--------|
| Total | 14 | Last 24 Hrs | 1 |
| Make/Model- | 14 | Last 30 Days- | UNK/NR |
| Instrument- | 0 | Last 90 Days- | 14 |

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF THE ACFT EXPERIENCED A LOSS OF PWR AS RELATED BY THE STUDENT PLT. A FORCED LANDING WAS PERFORMED IN A FLD DURING WHICH THE NOSE WHEEL DUG INTO THE TERRAIN AND THE ACFT NOSED OVER. EXAMINATION OF THE WRECKAGE FAILED TO DISCLOSE ANY PRE-EXISTING MECHANICAL FAILURE/MALFUNCTION WHICH MAY HAVE RESULTED IN A LOSS OF PWR.

Brief of Accident (Continued)

File No. - 1803

11/08/85

CUMMING,GA

A/C Reg. No. N51182

Time (Lc1) - 1305 EST

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

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - SOFT

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1917 12/30/85 DUBUQUE, IA A/C Reg. No. N67248 Time (Lcl) - 1500 CST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
1
3

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

Make/Model - BEECH C23
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4K
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 220/016 KTS
Visibility - 11.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 12000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MILWAUKEE, WI
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

DUBUQUE MUNICIPAL
Runway Ident - 13
Runway Lth/Wid - 6498/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 42
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - PA-28

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

Total - 286 Last 24 Hrs - UNK/NR
Make/Model- 26 Last 30 Days- UNK/NR
Instrument- 35 Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT LANDED ON RUNWAY 13 BECAUSE THE N-S RUNWAY WAS COVERED WITH ICE. THE WIND WAS FROM 220 DEGREES AT 16, GUSTS TO 24 KNOTS. THE AIRCRAFT BOUNCED TWICE DURING THE LANDING AND DRIFTED LEFT. THE AIRCRAFT ENCOUNTERED SNOW ALONG THE LEFT SIDE OF THE RUNWAY, CONTINUED OFF THE LEFT SIDE AND HIT A SNOWBANK. ACCORDING TO THE HANDBOOK FOR THE BEECH C23 THE DEMONSTRATED CROSSWIND COMPONENT IS 17 KNOTS.

Brief of Accident (Continued)

File No. - 1917

12/30/85

DUBUQUE, IA

A/C Reg. No. N67248

Time (Lc1) - 1500 CST

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

Finding(s)

1. TERRAIN CONDITION - SNOWBANK
-

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

Finding(s)

2. WEATHER CONDITION - CROSSWIND
 3. PERFORMANCE DATA - EXCEEDED - PILOT IN COMMAND
 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) 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. - 1931 7/29/85 KETCHUM, ID A/C Reg. No. N4445A Time (Lcl) - 0850 MDT

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

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

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

| | | |
|-------------------------------|--|----------------------------------|
| Make/Model - PIPER PA-22 | Eng Make/Model - LYCOMING O-320 | ELT Installed/Activated - UNK/NR |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 2000 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 4 | Rated Power - 150 HP | |

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

| | | |
|--|---|--------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | OFF AIRPORT/STRIP |
| Method - N/A | JOHNSON CREEK, ID | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | ODGEN, UT | Runway Ident - N/A |
| Wind Dir/Speed- UNK/NR | ATC/Airspace | Runway Lth/Wid - N/A |
| Visibility - 20.0 SM | Type of Flight Plan - NONE | Runway Surface - ASPHALT |
| Lowest Sky/Clouds - 10000 FT SCATTERED | Type of Clearance - NONE | Runway Status - DRY |
| Lowest Ceiling - 11000 FT BROKEN | Type Apch/Lndg - VALLEY/TERRAIN FOLLOWING | |
| Obstructions to Vision- NONE | FORCED LANDING | |
| 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) |
| STUDENT | Current - N/A | Total - UNK/NR |
| | Months Since - N/A | Last 24 Hrs - UNK/NR |
| | Aircraft Type - N/A | Make/Model- UNK/NR |
| | | Last 30 Days- UNK/NR |
| | | Instrument- 0 |
| | | Last 90 Days- UNK/NR |
| | | Multi-eng - 0 |
| | | Rotorcraft - 0 |

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PILOT ON CROSS COUNTRY FLT, ROUTE THRU MOUNTAIN PASS AND MOUNTAINS. ATTEMPTED EMERGENCY LANDING ON HIGHWAY. DURING APPROACH AND WHILE TURNING TOWARD SELECTED LANDING SITE, PLT INADVERTANTLY SET FULL NOSE DOWN TRIM WITH HALF FLAPS. AS ACFT COMPLETED TURN AROUND STAND OF TREES HIDDEN HWY SIGN WAS CONTACTED BY ACFT.

Brief of Accident (Continued)

File No. - 1931

7/29/85

KETCHUM, ID

A/C Reg. No. N4445A

Time (Lc1) - 0850 MDT

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

Finding(s)

1. EXHAUST SYSTEM, END PLATE - SEPARATION
 2. AIRSPEED(VMO) - SELECTED - PILOT IN COMMAND
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 4. IMPROPER DECISION, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
 5. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

6. AIRCRAFT HANDLING - POOR - PILOT IN COMMAND
 7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 8. ELEVATOR TRIM - IMPROPER - PILOT IN COMMAND
 9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, ANXIETY/APPREHENSION - PILOT IN COMMAND
 10. PROPER DESCENT RATE - NOT POSSIBLE -
 11. OBJECT - OBJECT
-

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,6,8,10

Factor(s) relating to this accident is/are finding(s) 1,5,7,9,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1834 8/06/85 COLD MEADOWS, ID A/C Reg. No. N4346T Time (Lcl) - 1730 MDT

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

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

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

| | | |
|-------------------------------|--|-----------------------------------|
| Make/Model - PIPER PA-28-235 | Eng Make/Model - LYCOMING O-540-B4B5 | ELT Installed/Activated - YES/YES |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 2900 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 4 | Rated Power - 235 HP | |

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

| | | |
|-------------------------------|----------------------------|---------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - UNK/NR | Last Departure Point | ON AIRSTRIP |
| Method - UNK/NR | GRANGEVILLE, ID | |
| Completeness - UNK/NR | Destination | Airport Data |
| Basic Weather - VMC | SALMON, ID | COLD MEADOWS AIRSTRIP |
| Wind Dir/Speed- CALM | ATC/Airspace | Runway Ident - 34 |
| Visibility - 40.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - 4550/ 90 |
| Lowest Sky/Clouds - CLEAR | Type of Clearance - NONE | Runway Surface - DIRT |
| Lowest Ceiling - NONE | Type Apch/Lndg - GO AROUND | Runway Status - DRY |
| Obstructions to Vision- NONE | FULL STOP | |
| 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 - UNK/NR | Total - 388 |
| SE LAND | Months Since - UNK/NR | Last 24 Hrs - 0 |
| | Aircraft Type - UNK/NR | Make/Model- 376 |
| | | Instrument- 0 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 6 |

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ATTEMPTING TO LAND ON AN AIRSTRIP WITH A DENSITY ALT OF 9000 FT. DURING A GO-AROUND THE ACFT WAS UNABLE TO OUT CLIMB RISING TERRAIN DUE TO THE DENSITY ALT. A DEPARTURE STALL INTO TREES RESULTED. A POST-IMPACT FIRE DESTROYED THE ACFT. THE PLT REPORTED HE HAD LITTLE "BACK COUNTRY" FLYING EXPERIENCE.

Brief of Accident (Continued)

File No. - 1834

8/06/85

COLD MEADOWS, ID

A/C Reg. No. N4346T

Time (Lc1) - 1730 MDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. TERRAIN CONDITION - RISING
3. WEATHER EVALUATION - NOT UNDERSTOOD - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1815 9/14/85 ATLANTA, ID A/C Reg. No. N58012 Time (Lcl) - 1215 MDT

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

| | | | | | | | | |
|----------------------------|---------------------------------|-----------------|------|-------|----------|---|---|---|
| Type Operating Certificate | -ON-DEMAND AIR TAXI | Aircraft Damage | | | | | | |
| Name of Carrier | -IDAHO HELICOPTERS | DESTROYED | | | | | | |
| Type of Operation | -NON SCHED, DOMESTIC, PAX/CARGO | Fire | Crew | Fatal | Injuries | | | |
| Flight Conducted Under | -14 CFR 135 | NONE | Pass | 0 | 0 | 1 | 0 | 0 |
| Accident Occurred During | -LANDING | | | 0 | 0 | 3 | 0 | 0 |

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

| | | | | | |
|--------------|---------------|----------------|--------------------|-------------------------|-----------|
| Make/Model | - BELL 206BII | Eng Make/Model | - ALLISON 250-C20B | ELT Installed/Activated | - YES/YES |
| Landing Gear | - SKID | Number Engines | - 1 | Stall Warning System | - UNK/NR |
| Max Gross Wt | - 3200 | Engine Type | - TURBOSHAFT | | |
| No. of Seats | - 5 | Rated Power | - 400 HP | | |

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

| | | | | | |
|------------------------|-------------------------|----------------------|-------------|-------------------|--------|
| Weather Data | | Itinerary | | Airport Proximity | |
| Wx Briefing | - NO RECORD OF BRIEFING | Last Departure Point | | OFF AIRPORT/STRIP | |
| Method | - N/A | ATLANTA, ID | | | |
| Completeness | - N/A | Destination | | Airport Data | |
| Basic Weather | - VMC | LOCAL | | Runway Ident | - N/A |
| Wind Dir/Speed | - CALM | | | Runway Lth/Wid | - N/A |
| Visibility | - 20.0 SM | ATC/Airspace | | Runway Surface | - DIRT |
| Lowest Sky/Clouds | - 10000 FT | Type of Flight Plan | - NONE | Runway Status | - DRY |
| Lowest Ceiling | - 10000 FT BROKEN | Type of Clearance | - NONE | | |
| Obstructions to Vision | - NONE | Type Apch/Lndg | - FULL STOP | | |
| Precipitation | - NONE | | | | |
| Condition of Light | - DAYLIGHT | | | | |

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

| | | | |
|--------------------------|------------------------|---------------------|----------------------------------|
| Pilot-In-Command | Age - 37 | Medical Certificate | - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) | |
| COMMERCIAL | Current - YES | Total - 2043 | Last 24 Hrs - 3 |
| HELICOPTER | Months Since - 2 | Make/Model - 995 | Last 30 Days - UNK/NR |
| | Aircraft Type - UNK/NR | Instrument - UNK/NR | Last 90 Days - 128 |
| | | Multi-Eng - UNK/NR | Rotorcraft - 2043 |

Instrument Rating(s) - HELICOPTER

-----Narrative-----

A LOSS OF PWR OCCURRED SHORTLY BEFORE TOUCHDOWN. THE LEFT SKID STRUCK A ROCK DURING TOUCHDOWN CAUSING THE ACFT TO ROLL ONTO ITS RIGHT SIDE. TWENTY-FIVE FLT HRS PRIOR TO THIS FLT AN IDENTICAL SITUATION OCCURRED AND A LOOSE AIR LINE TO THE FUEL CONTROL WAS FOUND. ALTHOUGH NO SPECIFIC REASON COULD BE DETERMINED FOR THIS LOSS OF PWR, A SPLIT 'O' RING TO THE GOVERNOR OF THE PY ORIFICE WAS DISCOVERED WHICH COULD ACCOUNT FOR THE PARTIAL PWR LOSS.

Brief of Accident (Continued)

File No. - 1815

9/14/85

ATLANTA, ID

A/C Reg. No. N58012

Time (Lc1) - 1215 MDT

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

Finding(s)

1. TURBOSHAFT ENGINE, FREE TURBINE GOVERNOR - FAILURE, PARTIAL

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

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1958 10/05/85 OAKLEY, ID A/C Reg. No. N9623S Time (Lcl) - 1923 MDT

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

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

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

| | | | | | |
|--------------|-----------------------|----------------|----------------------------|-------------------------|-----------|
| Make/Model | - CHAMPION 7GC4A | Eng Make/Model | - LYCOMING O-320-A2B | ELT Installed/Activated | - YES/YES |
| Landing Gear | - TAILWHEEL-ALL FIXED | Number Engines | - 1 | Stall Warning System | - NO |
| Max Gross Wt | - 1650 | Engine Type | - RECIPROCATING-CARBURETOR | | |
| No. of Seats | - 2 | Rated Power | - 150 HP | | |

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

| | | | | | |
|------------------------|--------------------------|----------------------|--------|-------------------|-------|
| Weather Data | | Itinerary | | Airport Proximity | |
| Wx Briefing | - NO RECORD OF BRIEFING. | Last Departure Point | | OFF AIRPORT/STRIP | |
| Method | - N/A | TWIN FALLS, ID | | | |
| Completeness | - N/A | Destination | | Airport Data | |
| Basic Weather | - VMC | OAKLEY, ID | | Runway Ident | - N/A |
| Wind Dir/Speed | - 250/006 KTS | ATC/Airspace | | Runway Lth/Wid | - N/A |
| Visibility | - 30.0 SM | Type of Flight Plan | - NONE | Runway Surface | - N/A |
| Lowest Sky/Clouds | - 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 - 29 | Medical Certificate | - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) | |
| PRIVATE | Current - YES | Total - UNK/NR | Last 24 Hrs - UNK/NR |
| SE LAND | Months Since - 10 | Make/Model - UNK/NR | Last 30 Days - UNK/NR |
| | Aircraft Type - UNK/NR | Instrument - UNK/NR | Last 90 Days - UNK/NR |
| | | Multi-Eng - UNK/NR | Rotorcraft - UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

LOW TIME PRIVATE PILOT HAD BORROWED AIRCRAFT FOR PERSONAL TRIP TO NEARBY AIRPORT. ON ARRIVAL, PILOT MADE FLY BY OF FRIEND'S RANCH TO SIGNAL FOR PICK UP AT AIRPORT. FRIEND GOT INTO AUTO AND HEADED FOR AIRPORT, STATED HE WAS DRIVING 60 MPH AND SAW AIRCRAFT IN REAR MIRROR, OVERTAKING. AIRCRAFT PASSED OVER AUTO, CAME INTO VIEW AHEAD, ENTERED SUDDEN AND ABRUPT RIGHT HAND SPIN TYPE MANEUVER AND CRASHED NOSE LOW, UPRIGHT ON ROAD SHOULDER. NO EVIDENCE FOUND OF MALFUNCTION OR FAILURE IN AIRCRAFT STRUCTURE, POWERPLANT OR SYSTEMS. NO EVIDENCE FOUND OF PILOT PHYSICAL IMPAIRMENT.

Brief of Accident (Continued)

File No. - 1958

10/05/85

OAKLEY, ID

A/C Reg. No. N9623S

Time (Lcl) - 1923 MDT

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

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. AEROBATICS - ATTEMPTED - PILOT IN COMMAND
 3. IMPROPER DECISION, OSTENTATIOUS DISPLAY - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1955 11/16/85 IDAHO FALLS, ID A/C Reg. No. N124RS Time (Lcl) - 1445 MST

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

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

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

| | | |
|-------------------------------------|--|----------------------------------|
| Make/Model - CESSNA 421C | Eng Make/Model - CONTINENTAL GTS10-520-L | ELT Installed/Activated - YES/NO |
| Landing Gear - TRICYCLE-RETRACTABLE | Number Engines - 2 | Stall Warning System - YES |
| Max Gross Wt - 6822 | Engine Type - RECIP-FUEL INJECTED | |
| No. of Seats - 8 | Rated Power - 375 HP | |

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

| | | |
|-----------------------------------|-------------------------------|----------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - FSS | Last Departure Point | ON AIRPORT |
| Method - IN PERSON | SEATTLE, WA | |
| Completeness - FULL | Destination | Airport Data |
| Basic Weather - IMC | IDAHO FALLS, ID | IDAHO FALLS |
| Wind Dir/Speed- CALM | ATC/Airspace | Runway Ident - 20 |
| Visibility - 1.000 SM | Type of Flight Plan - IFR | Runway Lth/Wid - 9000/ 150 |
| Lowest Sky/Clouds - | Type of Clearance - IFR | Runway Surface - ASPHALT |
| Lowest Ceiling - 1200 FT OBSCURED | Type Apch/Lndg - ILS-COMPLETE | Runway Status - WET |
| Obstructions to Vision- FOG | FULL STOP | SNOW - WET |
| Precipitation - FREEZING DRIZZLE | | |
| Condition of Light - DAYLIGHT | | |

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

| | | |
|--------------------------|------------------------|---|
| Pilot-In-Command | Age - 32 | Medical Certificate - NON-VALID MEDICAL |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| COMMERCIAL, CFI | Current - YES | Total - 2675 |
| SE LAND, ME LAND | Months Since - 20 | Last 24 Hrs - 8 |
| | Aircraft Type - UNK/NR | Make/Model- 180 |
| | | Instrument- 353 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 75 |
| | | Multi-Eng - 470 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING INITIAL APCH INFLIGHT ICING WAS ENCOUNTERED. THE WINDSCREEN FAILED TO HEAT DUE TO AN INOPERATIVE INVERTER. A SMALL AREA ON THE RIGHT BOTTOM PORTION OF THE WINDSCREEN DE-ICED DUE TO DEFROST HEAT. THE PLT ELECTED TO LAND USING THE SMALL CLEAR AREA OF THE WINDSCREEN FOR OUTSIDE REFERENCE. A HARD LANDING RESULTED FROM A LOSS OF DEPTH PERCEPTION.

Brief of Accident (Continued)

File No. - 1955

11/16/85

IDAHO FALLS, ID

A/C Reg. No. N124RS

Time (Lcl) - 1445 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. WEATHER EVALUATION - DISREGARDED - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

2. ANTI-ICE/DE-ICE SYSTEM, WINDSHIELD - INOPERATIVE

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

Finding(s)

3. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - ICE
4. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - 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. - 1961

12/12/85

KIMBERLY, ID

A/C Reg. No. N73208

Time (Lcl) - 1615 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 0 | 1 | 0 | 0 |
| 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 - BELL 47G-3B
Landing Gear - SKID
Max Gross Wt - 2950
No. of Seats - 3

Eng Make/Model - LYCOMING TVO-435 SER
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 270 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- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 3000 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KIMBERLY, ID
Destination
SHOHONE BASIN, ID

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
SE LAND
HELICOPTER

Age - 46

Biennial Flight Review

Current - YES
Months Since - 11
Aircraft Type - UNK/NR

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

| | | | |
|-------------|--------|---------------|--------|
| Total | - 2551 | Last 24 Hrs | - 1 |
| Make/Model- | 737 | Last 30 Days- | UNK/NR |
| Instrument- | 14 | Last 90 Days- | 50 |
| | | Rotorcraft | - 1079 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A FORCED LANDING WITH A ROLLOVER ONTO SNOW OCCURRED DUE TO THE NUMBER 3 CYLINDER ROD FAILING.

Brief of Accident (Continued)

File No. - 1961

12/12/85

KIMBERLY, ID

A/C Reg. No. N73208

Time (Lcl) - 1615 MST

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

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
-

Occurrence #2 ROLL OVER
Phase of Operation LANDING

Finding(s)

2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
 3. 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) 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. - 1907 1/09/85 WHEELING,IL

A/C Reg. No. N83187

Time (Lcl) - 1907 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| | Fatal | Serious | Minor | None |
|----------|-------|---------|-------|------|
| Injuries | | | | |
| Fire | 0 | 0 | 0 | 1 |
| Crew | | | | |
| Pass | 0 | 0 | 0 | 5 |

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

ON GROUND

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

Make/Model - PIPER PA-32-301
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 7

Eng Make/Model - LYCOMING IO540-KIG5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 130/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 3300 FT BROKEN
Obstructions to Vision- NONE
Precipitation - SNOW
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SCHAUMBURG,IL
Destination
WHEELING,IL

Airport Proximity
ON AIRPORT

Airport Data

PAL WAUKEE
Runway Ident - 60
Runway Lth/Wid - 5000/ 100
Runway Surface - ASPHALT
Runway Status - ICE COVERED

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 24

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

| | | | |
|-------------|-------|---------------|---|
| Total | - 300 | Last 24 Hrs - | 1 |
| Make/Model- | 7 | Last 30 Days- | 0 |
| Instrument- | 64 | Last 90 Days- | 4 |
| Multi-Eng - | 145 | | |

Instrument Rating(s) - NONE

-----Narrative-----

THE LOW TIME PILOT WITH SIX POB WAS LD AT DARK NIGHT LIGHT SAW SHOWERS AND ICY PATCHES ON RUNWAY DURING ROLLOUT THE ACFT ENTERED A SKID WITH NOSE COCKED TO THE LEFT THE LEFT MAIN GEAR FAILED OUTBOARD AND THE ACFT EXITED THE LEFT SIDE OF THE RWY THE LEFT WING STRUCK AND WAS PENETRATED BY THE RWY EDGE LIGHTS RESULTING IN A MINOR FUEL TANK FIRE.

Brief of Accident (Continued)

File No. - 1907

1/09/85

WHEELING, IL

A/C Reg. No. N83187

Time (Lcl) - 1907 CST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, EXPERIENCE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - INADEQUATE - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

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

Finding(s)

5. LANDING GEAR, NOSE GEAR - BRITTLE FRACTURE
6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - RUNWAY LIGHT

Occurrence #4 FIRE
Phase of Operation LANDING - ROLL

Finding(s)

8. WING - LEAK
9. WING - ARCING
10. WING - FIRE

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

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

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. - 1830 8/07/85 MOLINE, IL A/C Reg. No. N100FG Time (Lcl) - 0557 CDT

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

| | | | | | | | | |
|----------------------------|-----------------------------|-----------------|------|-------|----------|-------|------|--|
| Type Operating Certificate | AIR CARRIER - SUPPLEMENTAL | Aircraft Damage | | | | | | |
| Name of Carrier | -MIDWEST AVIATION CORP. | SUBSTANTIAL | | | | | | |
| Type of Operation | -SCHEDULED, DOMESTIC, CARGO | Fire | Crew | Fatal | Injuries | | | |
| Flight Conducted Under | -14 CFR 135 | NONE | Pass | 0 | Serious | Minor | None | |
| Accident Occurred During | -LANDING | | | 0 | 0 | 0 | 1 | |

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

| | | | | | |
|--------------|------------------------|----------------|--------------------------|-------------------------|-----------|
| Make/Model | - CESSNA 402B | Eng Make/Model | - CONTINENTAL TS10-520-E | ELT Installed/Activated | - YES/YES |
| Landing Gear | - TRICYCLE-RETRACTABLE | Number Engines | - 2 | Stall Warning System | - YES |
| Max Gross Wt | - 6300 | Engine Type | - RECIP-FUEL INJECTED | | |
| No. of Seats | - 2 | Rated Power | - 300 HP | | |

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

| | | |
|---------------------------------------|---------------------------------|----------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - FSS | Last Departure Point | OFF AIRPORT/STRIP |
| Method - TELEPHONE | CHICAGO, IL | |
| Completeness - PARTIAL, LMTD BY PILOT | Destination | Airport Data |
| Basic Weather - VMC | MOLINE, IL | QUAD CITY |
| Wind Dir/Speed - 240/004 KTS | ATC/Airspace | Runway Ident - 27 |
| Visibility - 8.0 SM | Type of Flight Plan - IFR | Runway Lth/Wid - 6507/ 150 |
| Lowest Sky/Clouds - 4000 FT SCATTERED | Type of Clearance - IFR | Runway Surface - ASPHALT |
| Lowest Ceiling - NONE | Type Apch/Lndg - FORCED LANDING | Runway Status - DRY |
| Obstructions to Vision - NONE | | |
| Precipitation - NONE | | |
| Condition of Light - NIGHT(BRIGHT) | | |

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

| | | |
|--------------------------|------------------------|---|
| Pilot-In-Command | Age - 66 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| ATP | Current - YES | Total - 20557 |
| SE LAND, ME LAND, SE SEA | Months Since - 6 | Last 24 Hrs - 2 |
| | Aircraft Type - BE-33 | Make/Model - 2349 |
| | | Last 30 Days - UNK/NR |
| | | Instrument - 1040 |
| | | Last 90 Days - 175 |
| | | Multi-Eng - 18517 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS LANDED ON SOFT TERRAIN 1500 FT SHORT OF THE RWY FOLLOWING A TOTAL LOSS OF PWR. THE PLT REPORTED HE FAILED TO USE FUEL FROM THE AUX TANKS DURING THE FLT AND HE EXHAUSTED THE FUEL IN THE MAIN TANKS. THE FUEL BOOST PUMPS ARE LOCATED IN THE MAIN TANKS AND THE PLT WAS UNABLE TO GET FUEL TO THE ENGINES FAST ENOUGH FOR A RESTART.

Brief of Accident (Continued)

File No. - 1830

8/07/85

MOLINE, IL

A/C Reg. No. N100FG

Time (Lc1) - 0557 CDT

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

Finding(s)

1. FLUID, FUEL - STARVATION
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
4. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - SOFT

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1886 8/08/85 LANSING, IL A/C Reg. No. N65619 Time (Lcl) - 1830 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 |

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

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 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 - 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- 200/005 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
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
FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

LANSING MUNICIPAL
Runway Ident - 09
Runway Lth/Wid - 2432/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 25
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 44
Last 24 Hrs - 5
Make/Model- 44
Last 30 Days- UNK/NR
Instrument- UNK/NR
Last 90 Days- 7
Multi-Eng - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT STATED THAT HE BEGAN THE FLT WITH 13 GALLONS OF FUEL. FOLLOWING 1 3/4 HRS IN THE TRAFFIC PATTERN HE TURNED ONTO LEFT BASE LEG FOR A FULL-STOP LANDING ON RWY 09. AT THIS POINT THE ENG BEGAN TO LOSE PWR. HE COULD NOT REACH THE RWY AND PERFORMED A FORCED LANDING WEST OF THE AIRFIELD, SUBSTANTIALLY DAMAGING THE ACFT IN THE PROCESS. A POST-ACCIDENT EXAMINATION OF THE ACFT REVEALED NO FUEL IN THE FUEL TANKS.

Brief of Accident (Continued)

File No. - 1886

8/08/85

LANSING,IL

A/C Reg. No. N65619

Time (Lcl) - 1830 CDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - 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 - 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. - 1890 8/21/85 WEST CHICAGO, IL A/C Reg. No. N2209D Time (Lc1) - 1740 CDT

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

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

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

| | | |
|------------------------------------|--|----------------------------------|
| Make/Model - CESSNA 170B | Eng Make/Model - CONTINENTAL C-145 | ELT Installed/Activated - YES/NO |
| Landing Gear - TAILWHEEL-ALL FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 2200 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 4 | Rated Power - 145 HP | |

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

| | | |
|-------------------------------------|-------------------------------|----------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | ON AIRPORT |
| Method - N/A | SAME AS ACC/INC | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | SAME AS ACC/INC | DUPAGE |
| Wind Dir/Speed- UNK/NR | ATC/Airspace | Runway Ident - 15 |
| Visibility - 20.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - 3401/ 100 |
| Lowest Sky/Clouds - CLEAR | Type of Clearance - NONE | Runway Surface - ASPHALT |
| Lowest Ceiling - NONE | Type Apch/Lndg - TOUCH AND GO | Runway Status - DRY |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

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

| | | |
|--------------------------|------------------------|--|
| Pilot-In-Command | Age - 21 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - UNK/NR | Total - 209 |
| SE LAND, ME LAND | Months Since - UNK/NR | Make/Model- 9 |
| | Aircraft Type - UNK/NR | Instrument- 34 |
| | | Multi-Eng - 118 |
| | | Last 24 Hrs - 5 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 31 |

Instrument Rating(s) - NONE

-----Narrative-----

DURING APPLICATION OF PWR DURING A TOUCH-AND GO LANDING THE ACFT "STARTED TO GET SIDEWAYS" ON THE RWY. THE PLT ALLOWED THE ACFT TO DRIFT OFF THE LEFT SIDE OF THE RWY INTO THE GRASS. A GROUND LOOP SUBSEQUENTLY OCCURRED WHICH SUBSTANTIALLY DAMAGED THE ACFT. WINDS AT THE TIME WERE FROM 80 DEGS AT 5 KTS WITH NO GUSTS. THE LANDING WAS BEING MADE ON RWY 15.

Brief of Accident (Continued)

File No. - 1890

8/21/85

WEST CHICAGO, IL

A/C Reg. No. N2209D

Time (Lc1) - 1740 CDT

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

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 2. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1904 9/23/85 WEST CHICAGO, IL A/C Reg. No. N700DK Time (Lcl) - 1025 CDT

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

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

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

| | | | | | |
|--------------|------------------------|----------------|------------------------|-------------------------|-----------|
| Make/Model | - FALCON 10 | Eng Make/Model | - GARRETT TFE-731-2-1C | ELT Installed/Activated | - NO -N/A |
| Landing Gear | - TRICYCLE-RETRACTABLE | Number Engines | - 2 | Stall Warning System | - YES |
| Max Gross Wt | - 18740 | Engine Type | - TURBOFAN | | |
| No. of Seats | - 9 | Rated Power | - 3230 LBS THRUST | | |

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

| | | |
|---|---|--|
| <p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 200/015 KTS</p> <p>Visibility - 2.000 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 2000 FT BROKEN</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DAYLIGHT</p> | <p>Itinerary</p> <p>Last Departure Point ELKHART, IN</p> <p>Destination WEST CHICAGO, IL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - ILS-COMPLETE</p> | <p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>DUPAGE</p> <p>Runway Ident - 10</p> <p>Runway Lth/Wid - 4001/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - WET</p> |
|---|---|--|

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

| | | |
|--|---|--|
| <p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, ME LAND</p> | <p>Age - 46</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 4</p> <p>Aircraft Type - DA-10</p> | <p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2697</p> <p>Make/Model- 375</p> <p>Instrument- 449</p> <p>Multi-Eng - 1516</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 28</p> |
|--|---|--|

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FALCON 10 TOUCHED DOWN LONG AND FST ON A WET RUNWAY, EXPERIENCED HYDROPLANNING AND WENT OFF THE END OF THE RUNWAY, STRUCK A DRAINAGE DITCH AND COLLAPSED THE LANDING GEAR. THE NOSE GEAR CAME BACK AND BENT THE THROTTLE QUADRANT BRACKET, PULLED THE FUEL CONTROLS TO 90 PERCENT POWER. THIS PUSHED THE AIRCRAFT ON ITS BELLY ANOTHER 1000'-1600' UNTIL IT CAME TO A STOP ON A HILLSIDE.

Brief of Accident (Continued)

File No. - 1904

9/23/85

WEST CHICAGO,IL

A/C Reg. No. N700DK

Time (Lc1) - 1025 CDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
 3. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
 4. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
-

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

Finding(s)

5. LANDING GEAR,MAIN GEAR - OVERLOAD
 6. LANDING GEAR,NOSE GEAR - OVERLOAD
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1910 11/14/85 PIPER CITY, IL A/C Reg. No. N2907L Time (Lcl) - 1530 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire NONE

| | Fatal | Serious | Minor | None |
|-------|-------|---------|-------|------|
| Crew | 0 | 0 | 0 | 1 |
| Pass | 0 | 0 | 0 | 3 |
| Other | 0 | 0 | 0 | 1 |

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

Make/Model - MOONEY M20F
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2740
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
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 - 350/015 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 1800 FT BROKEN
Obstructions to Vision - HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BOWLING GREEN, KY
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 43
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

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

| | | | |
|------------|--------|--------------|----------|
| Total | - 2238 | Last 24 Hrs | - 6 |
| Make/Model | - 486 | Last 30 Days | - UNK/NR |
| Instrument | - 92 | Last 90 Days | - 23 |
| Multi-Eng | - 22 | Rotorcraft | - UNK/NR |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ELECTED TO LAND ON A PAVED ROAD BECAUSE HIS RLA WAS TOO WET. THE AIRCRAFT LANDED ON TOP OF A MOVING AUTOMOBILE. THE AIRCRAFT REMAINED ON TOP OF THE AUTOMOBILE AS IT RAN OFF THE SIDE OF THE ROAD.

Brief of Accident (Continued)

File No. - 1910

11/14/85

PIPER CITY,IL

A/C Reg. No. N2907L

Time (Lc1) - 1530 CST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. OBJECT - VEHICLE

----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. - 1893

7/20/85

BROOK, IN

A/C Reg. No. N1345A

Time (Lcl) - 1505 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

Fatal
1
0

Injuries
Serious
Minor
0
0
2
0

None
0
0

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

Make/Model - BELL 47G2A1
Landing Gear - SKID
Max Gross Wt - 2850
No. of Seats - 3

Eng Make/Model - LYCOMING VO-435A1E
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 240 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- 200/005 KTS

Visibility - 3.000 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
LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data

BROOK

Runway Ident - 18

Runway Lth/Wid - 2600/ 175

Runway Surface - GRASS/TURF

Runway Status - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

HELICOPTER

Age - 59

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- 1800

Instrument- 40

Multi-Eng - 250

Last 24 Hrs - 1

Last 30 Days- 20

Last 90 Days- 35

Rotorcraft - 2500

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER CONTACTED THE TERRAIN IN A FLAT ATTITUDE AND ROLLED OVER DURING AN AUTOROTATIVE LANDING. A WITNESS STATED AN AUTOROTATION WAS ENTERED AT 800 FT AGL DURING WHICH THE PLT MADE A 360 DEG DESCENDING TURN. AN APPLICATION OF PWR WAS HEARD AT AN ALT OF APRX 300 FT AGL, HOWEVER, THE ACFT CONTACTED THE TERRAIN BEFORE A FULL RECOVERY WAS MADE.

Brief of Accident (Continued)

File No. - 1893

7/20/85

BROOK,IN

A/C Reg. No. N1345A

Time (Lc1) - 1505 EST

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. PERFORMANCE DATA - NOT FOLLOWED - PILOT IN COMMAND
 3. AUTOROTATION - MISJUDGED - PILOT IN COMMAND
 4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
-

Occurrence #2 ROLL OVER
Phase of Operation OTHER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1880

10/26/85

CLINTON, IN

A/C Reg. No. N67520

Time (Lcl) - 0900 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries

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

Fire NONE
Crew 0
Pass 0
Other 0

| Fatal | Serious | Minor | None |
|-------|---------|-------|------|
| 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 1 |

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TERRE HAUTE, IN
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRSTRIP

Airport Data

CLINTON
Runway Ident - 18
Runway Lth/Wid - 3829/ 40
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)
STUDENT

Age - 52
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

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

| | | | |
|-------------|------|---------------|--------|
| Total | - 27 | Last 24 Hrs - | 2 |
| Make/Model- | 27 | Last 30 Days- | UNK/NR |
| Instrument- | 0 | Last 90 Days- | 27 |

Instrument Rating(s) - NONE

-----Narrative-----

BOTH STUDENT PLTS WERE MAKING AN APCH TO THE SAME RWY AT THE TIME. THE CESSNA 152 TOUCHED DOWN AND WAS IN ITS LANDING ROLL WHEN THE CESSNA 150 LANDED ON TOP WITH ITS NOSE WHEEL AND PROP IN THE 152'S REAR WINDOW.

Brief of Accident (Continued)

File No. - 1880

10/26/85

CLINTON, IN

A/C Reg. No. N67520

Time (Lc1) - 0900 EST

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

Finding(s)

1. JUDGEMENT - POOR - PILOT OF OTHER AIRCRAFT
 2. VISUAL LOOKOUT - INATTENTIVE - PILOT OF OTHER AIRCRAFT
 3. CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
 4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1880 10/26/85 CLINTON, IN A/C Reg. No. N10769 Time (Lcl) - 0900 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

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

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- CALM

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

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 AIRSTRIP

Airport Data

CLINTON

Runway Ident - 18

Runway Lth/Wid - 3829/ 40

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 - 10 Last 24 Hrs - 1

Make/Model- 10 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

BOTH STUDENT PLTS WERE MAKING AN APCH TO THE SAME RWY AT THE SAME TIME. THE CESSNA 152 HAD TOUCHED DOWN AND WAS IN ITS LANDING ROLL WHEN THE CESSNA 150 LANDED ON TOP WITH ITS NOSE WHEEL AND PROP IN THE 152'S REAR WINDOW.

Brief of Accident (Continued)

File No. - 1880

10/26/85

CLINTON, IN

A/C Reg. No. N10769

Time (Lc1) - 0900 CST

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

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. VISUAL LOOKOUT - INATTENTIVE - PILOT IN COMMAND
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
5. 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1807 10/19/85 GOODLAND,KS A/C Reg. No. N22R Time (Lcl) - 1500 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - PITTS S1C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 900
No. of Seats - 1

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 - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 330/006 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
UNK/NR
Destination
UNK/NR

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

GOODLAND
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

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

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

Age - UNK/NR
Biennial Flight Review.
Current - YES
Months Since - UNK/NR
Aircraft Type - C-182

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 ROLLED FORWARD UNRESTRAINED AFTER THE PLT HAND STARTED THE ENG. A TIE DOWN TIED TO THE TAILWHEEL PULLED FREE FROM THE GROUND TIE DOWN EYE USED TO RESTRAIN THE ACFT DURING THE HAND START PROCEDURE. THE ACFT ROLLED FORWARD STRIKING SEVERAL OBJECTS. THE ACFT FINALLY STOPPED AFTER STRIKING 2.PARKED VEHICLES.

Brief of Accident (Continued)

File No. - 1807

10/19/85

GOODLAND,KS

A/C Reg. No. N22R

Time (Lc1) - 1500 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. PROPER ASSISTANCE - NOT USED - PILOT IN COMMAND
 2. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

3. OBJECT - AIRCRAFT PARKED
 4. OBJECT - FENCE
 5. OBJECT - VEHICLE
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1918 12/10/85 TOPEKA,KS A/C Reg. No. N4NP Time (Lcl) - 1320 CST

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

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

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

| | | |
|-------------------------------------|---------------------------------------|----------------------------------|
| Make/Model - PIPER PA-31-350 | Eng Make/Model - LYCOMING TIO-540J2BD | ELT Installed/Activated - YES/NO |
| Landing Gear - TRICYCLE-RETRACTABLE | Number Engines - 2 | Stall Warning System - YES |
| Max Gross Wt - 7000 | Engine Type - RECIP-FUEL INJECTED | |
| No. of Seats - 4 | Rated Power - 350 HP | |

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

| | | |
|----------------------------------|-------------------------------|-----------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - FSS | Last Departure Point | ON AIRPORT |
| Method - TELEPHONE | WICHITA,KS | |
| Completeness - FULL | Destination | Airport Data |
| Basic Weather - IMC | TOPEKA,KS | PHILLIP BILLARD |
| Wind Dir/Speed- 360/011 KTS | ATC/Airspace | Runway Ident - 13 |
| Visibility - UNK/NR | Type of Flight Plan - IFR | Runway Lth/Wid - 5099/ 150 |
| Lowest Sky/Clouds - | Type of Clearance - IFR | Runway Surface - ASPHALT |
| Lowest Ceiling - 800 FT OVERCAST | Type Apch/Lndg - ILS-COMPLETE | Runway Status - ICE COVERED |
| Obstructions to Vision- FOG | | |
| Precipitation - ICE PELLETS | | |
| Condition of Light - DAYLIGHT | | |

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

| | | |
|--------------------------|------------------------|--|
| Pilot-In-Command | Age - 36 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| COMMERCIAL | Current - YES | Total - 2705 |
| SE LAND,ME LAND | Months Since - 0 | Last 24 Hrs - 4 |
| | Aircraft Type - PA-31 | Make/Model- 18 |
| | | Instrument- 345 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 25 |
| | | Multi-Eng - 705 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N4NP DIVERTED FROM THE ORIGINAL DESTINATION FORBES FIELD TOPEKA,KANSAS TO BILLARD FIELD,B NM AWAY, DUE TO WEATHER. BILLARD ATCT ADVISED THE FLIGHT DURING INITIAL CONTACT, BEFORE N4NP REACHED THE ILS FOF, OF THE RUNWAY BRAKING ACTION. THE PILOT SAID BRAKING WAS REPORTED AS NIL. THE ATCT ALSO ADVISED THE FLIGHT, ALONG WITH THEIR LANDING CLEARANCE, THAT THE WIND WAS FROM 360 DEGREES AT 17 KNOTS AND TOWER VISIBILITY WAS 5/8 OF A MILE. THE CONTROLLER STATED THAT N4NP LANDED LONG AND RAN OFF THE SIDE OF RUNWAY 13 NEAR THE DEPARTURE END. WHEN THE AIRCRAFT ENTERED SOFT TERRAIN BESIDE THE RIGHT LANDING GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1918

12/10/85

TOPEKA,KS

A/C Reg. No. N4NP

Time (Lcl) - 1320 CST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. WEATHER CONDITION - TAILWIND
4. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
5. TERRAIN CONDITION - ICY
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1914 12/13/85 GARDNER,KS A/C Reg. No. N3950C Time (Lcl) - 0315 CST

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

| | | | | | |
|---|--------------------------------|-------|---------------------|-------|------|
| Type Operating Certificate-ON-DEMAND AIR TAXI | Aircraft Damage SUBSTANTIAL | Fatal | Injuries Serious | Minor | None |
| Type of Operation -POSITIONING | 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 402B | Eng Make/Model - CONTINENTAL TSIO-520-E | ELT Installed/Activated - YES/NO |
| Landing Gear - TRICYCLE-RETRACTABLE | Number Engines - 2 | Stall Warning System - YES |
| Max Gross Wt - 6300 | Engine Type - RECIP-FUEL INJECTED | |
| No. of Seats - 6 | Rated Power - 300 HP | |

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

| | | |
|-------------------------------------|----------------------------------|-----------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | ON AIRPORT |
| Method - N/A | KANSAS CITY,MO | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | GARDNER,KS | GARDNER |
| Wind Dir/Speed- 340/008 KTS | ATC/Airspace | Runway Ident - 26 |
| Visibility - 20.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - 2280/ 26 |
| Lowest Sky/Clouds - CLEAR | Type of Clearance - VFR | Runway Surface - ASPHALT |
| Lowest Ceiling - 8000 FT OVERCAST | Type Apch/Lndg - TRAFFIC PATTERN | Runway Status - ICE COVERED |
| Obstructions to Vision- NONE | FULL STOP | |
| Precipitation - NONE | | |
| Condition of Light - NIGHT(DARK) | | |

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

| | | |
|--------------------------|------------------------|--|
| Pilot-In-Command | Age - 61 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| COMMERCIAL,ATP | Current - YES | Total - 14800 |
| SE LAND,ME LAND | Months Since - 1 | Last 24 Hrs - 3 |
| GLIDER | Aircraft Type - 402 | Make/Model- 600 |
| | | Last 30 Days- UNK/NR |
| | | Instrument- 900 |
| | | Last 90 Days- 60 |
| | | Multi-Eng - 10400 |
| | | Rotorcraft - UNK/NR |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

LANDING ON AN ICE COVERED RWY, THE CROSS-WIND WAS STRONGER THAN RPTD. THE ACFT DRIFTED LEFT DESPITE CONTROL INPUT TO CORRECT. THE NOSE GEAR COLLAPSED BEFORE THE PLT COULD INITIATE A GO-AROUND. THE RPTD WIND WAS 340 DEGREES AT 8 KNOTS. THE PLT STATED IT WAS ABOUT 15 TO 20 KNOTS AT THE LANDING SITE.

Brief of Accident (Continued)

File No. - 1914

12/13/85

GARDNER,KS

A/C Reg. No. N3950C

Time (Lc1) - 0315 CST

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

Finding(s)

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

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

Finding(s)

6. LANDING GEAR, NOSE GEAR - OVERLOAD
-

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

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

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. - 1868 12/13/85 LEXINGTON,KY

A/C Reg. No. N202TT

Time (Lcl) - 1238 EST

-----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 | 3 |

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

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

Make/Model - BEECHCRAFT BE-60
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6725
No. of Seats - UNK/NR

Eng Make/Model - LYCOMING TIO-541-E1A4
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 380 HP

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

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

Weather Data

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

Wind Dir/Speed- 320/012 KTS
Visibility - 1.000 SM
Lowest Sky/Clouds - 600 FT
Lowest Ceiling - 600 FT BROKEN
Obstructions to Vision- FOG
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MUSCLE SHOALS,AL
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

BLUE GRASS FIELD
Runway Ident - 04
Runway Lth/Wid - 7003/ 150
Runway Surface - ASPHALT
Runway Status - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND,ME LAND

Age - 36

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

| | | | | |
|-------------|------|---------------|---------------|---|
| Total | - | 1569 | Last 24 Hrs - | 2 |
| Make/Model- | 900 | Last 30 Days- | UNK/NR | |
| Instrument- | 251 | Last 90 Days- | 45 | |
| Multi-Eng - | 1081 | | | |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LEFT MAIN GEAR AND NOSE GEAR COLLAPSED FOLLOWING A LOSS OF CONTROL DURING TOUCHDOWN. DURING THE FLARE THE ACFT BANKED SHARPLY TO THE RIGHT AND STRUCK THE RWY. THE ACFT THEN BOUNCED ONTO THE LEFT GEAR, COLLAPSING IT AND THE NOSE GEAR BEFORE SLIDGING OFF THE LEFT SIDE OF THE RWY. WIND AT THE TIME OF THE ACCIDENT WAS REPORTED BEING FROM 320 DEGS AT 12 KTS GUSTING TO 21 KTS.

Brief of Accident (Continued)

File No. - 1868

12/13/85

LEXINGTON, KY

A/C Reg. No. N202TT

Time (Lcl) - 1238 EST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. WEATHER CONDITION - CROSSWIND
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - RUNWAY
-

Occurrence #3 GEAR COLLAPSED
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) 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. - 1843

5/06/85

BASILE, LA

A/C Reg. No. N8614H

Time (Lcl) - 0930 CST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
DESTROYED

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -STANDING

Fire
ON GROUND

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

Make/Model - GRUMMAN G-164A-450

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 - RECIP-FUEL INJECTED

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 - IMC

Wind Dir/Speed- 070/006 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds -

Lowest Ceiling - 600 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

BASILE FLYING SERV

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN
FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 33

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 7560 Last 24 Hrs - 8

Make/Model- 6000 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 65

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DETECTED A FUEL LEAK AFTER TAKEOFF AND RETURNED TO LAND. HE SHUT THE ACFT ENG DOWN AND EXITED THE ACFT, BUT THE ACFT BUSRT INTO FLAMES BEFORE THE PROP STOPPED TURING. SUBSEQUENT INVESTIGATION DISCOVERED A MATERIAL FAILURE IN A FUEL LINE ON THE ENG WHICH RESULTED IN A FUEL LEAK. THE FUEL LINE WAS REPORTEDLY REPLACED DURING AN ANNUAL INSPECTION APRX 2 MONTHS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1843

5/06/85

BASILE,LA

A/C Reg. No. N8614H

Time (Lc1) - 0930 CST

Occurrence #1 FIRE

Phase of Operation STANDING - ENGINE(S) NOT OPERATING

Finding(s)

1. FUEL SYSTEM,LINE - BURST
2. FLUID,FUEL - LEAK
3. MAINTENANCE,REPLACEMENT - IMPROPER - PRODUCTION/DESIGN PSNL

-----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. - 1844 5/28/85 CHENEYVILLE, LA A/C Reg. No. N9907P Time (Lcl) - 0830 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation -AERIAL APPLICATION
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-36-400
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4800
No. of Seats - 1

Eng Make/Model - LYCOMING IO-720-A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 400 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 - 160/006 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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

LYLE'S FLYING
Runway Ident - 27
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND

Age - 47

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 8949 Last 24 Hrs - 9
Make/Model - 2710 Last 30 Days - UNK/NR
Instrument - 676 Last 90 Days - 80
Multi-Eng - 3689

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED HE HAD ATTEMPTED TO TAKE OFF IN A LEFT QUARTERING TAILWIND WITH A 1200 LB LOAD OF SEED RICE. WITNESSES STATED THAT THE ACFT BEGAN A SHALLOW TURN AND THE NOSE DROPPED. THE PLT REGAINED CONTROL OF THE ACFT, BUT IT CONTACTED THE GROUND IN A LEVEL ATTITUDE. HE WAS HOSPITALIZED, BUT HAVING USED BOTH SEAT BELTS & SHOULDER HARNESS, HE SUFFERED NO BROKEN BONES. THE PLT REPORTED NO ENG PROBLEMS.

Brief of Accident (Continued)

File No. - 1844

5/28/85

CHENEYVILLE, LA

A/C Reg. No. N9907P

Time (Lcl) - 0830 CDT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WEATHER EVALUATION - NOT PERFORMED - PILOT IN COMMAND
3. PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND
4. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
5. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

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

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

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

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. - 1925

8/03/85

ARCADIA, LA

A/C Reg. No. N5045H

Time (Lcl) - 1501 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 1 |

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

Fire
NONE

Crew
Pass

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 100/004 KTS
Visibility - 7.0 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
ARCADIA, LA
Destination
SHREVEPORT, LA

Airport Proximity
ON AIRPORT

Airport Data

ARCADIA
Runway Ident - 32
Runway Lth/Wid - 3000/ 75
Runway Surface - ASPHALT
Runway Status - UNK/NR

ATC/Airspace

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

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

Pilot-In-Command

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

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 578
Make/Model- 114
Instrument- 51
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 180

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED HE HEARD A "BOOM" AND EXPERIENCED A PARTIAL POWER LOSS WHEN HE WAS ABOUT 10 FT ABOVE THE RWY DURING THE INITIAL TAKEOFF CLIMB. HE WAS ABOUT HALF WAY DOWN THE 3000 FOOT RWY AT THIS TIME. HE ABORTED THE TAKEOFF AND LANDED. HOWEVER, HE WAS NOT ABLE TO STOP THE ACFT UNTIL IT HAD OVERRAN THE RWY AND COLLIDED WITH A DITCH ABOUT 30 YARDS BEYOND THE DEPARTURE END OF THE RWY. SUBSEQUENT EXAM REVEALED THE ENG WOULD OPERATE NORMAL AT LOW RPM BUT AFTER 20 SECONDS AT TAKEOFF POWER THE FUEL MIXTURE WOULD BECOME TOO RICH AND A CONSIDERABLE DROP IN RPM WOULD OCCUR. THE CARBURETOR WAS DISASSEMBLED AND EXAMINED BUT THE CAUSE OF THE POWER REDUCTION WAS NOT NOTED. ALSO, THE CAUSE OF THE REPORTED "BOOM" WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 1925

8/03/85

ARCADIA, LA

A/C Reg. No. N5045H

Time (Lcl) - 1501 CDT

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

Finding(s)
1. FUEL SYSTEM, CARBURETOR - FAILURE, PARTIAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
2. ABORT - INTENTIONAL - PILOT IN COMMAND

Occurrence #4 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

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. - 1976

8/18/85

PROVINCETOWN, MA

A/C Reg. No. N15805

Time (Lcl) - 0924 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 |

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

Fire NONE
Crew Pass

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

Make/Model - PIPER PA-32-300
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-540
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
FALLS RIVER, MA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

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

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

| | | | |
|-------------|-------|---------------|----------|
| Total | - 816 | Last 24 Hrs | - UNK/NR |
| Make/Model- | 40 | Last 30 Days- | UNK/NR |
| Instrument- | 0 | Last 90 Days- | 53 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT EXPERIENCE ENG PWR LOSS DURING TKE CLIMB AT A HEIGHT OF ABOUT 350 FT. THE PLT HEADED TOWARD A BEACH AND DITCHED ABOUT 50 YARDS OFFSHORE IN ORDER TO AVOID CROWD. THE ACFT SUBMERGED UNDERWATER AFTERWARDS. EXAMINATION OF THE ACFT DISCLOSED LEADLIKE APPEARANCE CONTAMINANTS OF THE FUEL INJECTOR MAIN METERING JET, NO COMPRESSION IN THE NO 1 ENG CYL, AND NON SPARKING OF THE RT MAGNETO. IT WAS NO IMPACT CONDITION.

Brief of Accident (Continued)

File No. - 1976

8/18/85

PROVINCETOWN, MA

A/C Reg. No. N15805

Time (Lcl) - 0924 EDT

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

Finding(s)

1. MISCELLANEOUS - UNDETERMINED
 2. UNDETERMINED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1850 10/11/85 STERLING,MA

A/C Reg. No. N3191H

Time (Lcl) - 1730 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
1
1

None
0
0

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

Make/Model - ERCOUPE 415-D
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1400
No. of Seats - 2

Eng Make/Model - CONTINENTAL C85-12
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 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- 320/009 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
STERLING,MA
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

STERLING
Runway Ident - 34
Runway Lth/Wid - 3100/ 40
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 29

Biennial Flight Review

Current - YES
Months Since - 20
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 445
Make/Model- 181
Instrument- 53
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED TREES WHILE MAKING AN APCH TO RWY 34 AT STERLING, MASSACHUSETTS. THE ACFT CRASHED ABOUT 100 FT SHORT OF THE RWY. THE PLT STATED THAT A SEVERE DOWNDRAFT WAS ENCOUNTERED AND THEN A RAPID RATE OF DESCENT FOLLOWED. THE LEFT MAIN GEAR STRUCK TREES VEERING THE ACFT LEFT 20 DEGS. THE ACFT PITCHED THROUGH THE TREES, STRIKING THE GROUND LEFT WING AND NOSE FIRST.

Brief of Accident (Continued)

File No. - 1850

10/11/85

STERLING, MA

A/C Reg. No. N3191H

Time (Lc1) - 1730 EDT

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
 2. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

4. DIRECTIONAL CONTROL - NOT MAINTAINED - 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) 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. - 1973 10/14/85 NORWOOD,MA A/C Reg. No. N39714 Time (Lcl) - 1330 EDT

-----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 -MANEUVERING

Fire Crew
NONE Pass

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

Make/Model - WACO UPF-7
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL W670-6A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

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

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

Weather Data

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

Wind Dir/Speed- 030/004 KTS

Visibility - 8.0 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

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity
ON AIRPORT

Airport Data

NORWOOD MEM.

Runway Ident - 10

Runway Lth/Wid - 4001/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND,ME LAND

Age - 48

Biennial Flight Review

Current - YES

Months Since - 25

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1631

Make/Model- 26

Instrument- 66

Multi-Eng - 350

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 16

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PILOT, DURING THE TAKEOFF CLIMB THE AIRCRAFT DID NOT DEVELOP SUFFICIENT POWER TO MAINTAIN ALTITUDE. THE PILOT TURNED THE AIRCRAFT TO THE RIGHT IN AN ATTEMPT TO RETURN TO THE AIRPORT. DURING THE APPROACH TO THE AIRPORT, THE AIRCRAFT COLLIDED WITH WOODED TERRAIN NEAR THE INTERSECTION OF THE RUNWAYS.

Brief of Accident (Continued)

File No. - 1973

10/14/85

NORWOOD,MA

A/C Reg. No. N39714

Time (Lc1) - 1330 EDT

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

Finding(s)

1. ENGINE ASSEMBLY - FAILURE,PARTIAL
 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. PROPER ALTITUDE - NOT POSSIBLE - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - GROUND
 5. OBJECT - TREE(S)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1972 9/25/85 CANADA FALLS LK, ME A/C Reg. No. N54103 Time (Lcl) - 0830 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - CESSNA 172P
Landing Gear - FLOAT
Max Gross Wt - 2075
No. of Seats - 4

Eng Make/Model - LYCOMING O-320 SERIES
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 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- VARIABLE/003 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GREENVILLE, ME
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 - 09
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - WATER - CHOPPY

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

Pilot-In-Command

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

Age - 25

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

| | | | |
|-------------|-------|---------------|--------|
| Total | - 345 | Last 24 Hrs | - 0 |
| Make/Model- | 345 | Last 30 Days- | UNK/NR |
| Instrument- | 30 | Last 90 Days- | 30 |

Instrument Rating(s) - NONE

-----Narrative-----

CESSNA 172, A FLOATPLANE ENCOUNTERED A WIND GUST WHILE LANDING ON WATER. IN AN ATTEMPT TO COMPENSATE FOR THE WIND. ONE OF THE WINGS CONTACTED THE WATER SURFACE.

Brief of Accident (Continued)

File No. - 1972

9/25/85

CANADA FALLS LK, ME

A/C Reg. No. N54103

Time (Lc1) - 0830 EDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. WIND INFORMATION - INADEQUATE - PILOT IN COMMAND
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 5. 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) 2,3,4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1888 8/11/85 MARLETTE, MI A/C Reg. No. N49292 Time (Lcl) - 1420 EDT

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

| | | | | | | |
|--|--------------------------------|------|----------|---------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage SUBSTANTIAL | | Injuries | | | |
| Type of Operation -INSTRUCTIONAL | 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 - 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- 330/005 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p> | <p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p> | <p>Airport Proximity ON AIRPORT</p> <p>Airport Data MARLETTE AIRPORT</p> <p>Runway Ident - 01</p> <p>Runway Lth/Wid - 3500/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p> |
|---|---|--|

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

| | | |
|---|--|--|
| <p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) STUDENT</p> | <p>Age - 18</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p> | <p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 17</p> <p>Make/Model- 17</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 14</p> |
|---|--|--|

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS CLEARED BY HIS CFI FOR HIS SECOND SOLO FLT IMMEDIATELY FOLLOWING A PERIOD OF DUAL TRAFFIC PATTERN INSTRUCTION. AS HE BEGAN HIS TAKEOFF RUN HE FAILED TO USE SUFFICIENT RIGHT RUDDER QUICKLY ENOUGH TO PREVENT THE ACFT FROM EVENTUALLY DEPARTING THE PAVED RWY SURFACE. AS THE ACFT RAN OFF THE LEFT SIDE OF THE RWY THE PLT BROUGHT THE PWR TO IDLE AND APPLIED THE BRAKES. BEFORE STOPPING, HOWEVER, THE NOSEWHEEL ENTERED A DRAINAGE DITCH AND THE ACFT FLIPPED OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 1888

8/11/85

MARLETTE,MI

A/C Reg. No. N49292

Time (Lc1) - 1420 EDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. TERRAIN CONDITION - DITCH
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1889 8/12/85 HILLSDALE, MI

A/C Reg. No. N3495F

Time (Lcl) - 1648 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| | | Injuries | | | |
|--------------------------|------------|----------|---------|-------|------|
| | | Fatal | Serious | Minor | None |
| Type of Operation | -PERSONAL | | | | |
| Flight Conducted Under | -14 CFR 91 | | | | |
| Accident Occurred During | -LANDING | | | | |
| | | Crew | | | |
| | | Pass | | | |

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 177
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2350
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 100/006 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHICAGO, IL
Destination
ROME, IL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY
HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE 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 | - 80 | Last 24 Hrs | - 2 |
| Make/Model- | 80 | Last 30 Days- | UNK/NR |
| Instrument- | 0 | Last 90 Days- | 35 |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED TREES DURING A FORCED LANDING FOLLOWING FUEL EXHAUSTION. THE ACFT WAS IN CRUISE FLT WHEN THE PLT NOTED THE FUEL GAGES INDICATED A LOW FUEL STATE. HE HAD TURNED TOWARD AN ARPT WHICH WAS CLOSER THAN HIS DESTINATION AND THE ENG QUIT. HE ATTEMPTED A FORCED LANDING IN A FLD AND TREES WERE CONTACTED. THE FUEL TANKS WERE FOUND EMPTY. FUEL STAINS WERE NOTED TRAILING FROM THE LEFT FUEL CAP, PRIMER LINES, AND AROUND THE CARBURETOR.

Brief of Accident (Continued)

File No. - 1889

8/12/85

HILLSDALE,MI

A/C Reg. No. N3495F

Time (Lc1) - 1648 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM,CAP - LEAK
2. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
3. FUEL SYSTEM,LINE FITTING - LEAK
4. PREFLIGHT PLANNING/PREPARATION - NOT FOLLOWED - PILOT IN COMMAND
5. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
6. AIRCRAFT SERVICE - MISJUDGED - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE,TOTAL - PILOT IN COMMAND
8. JUDGEMENT - POOR - PILOT IN COMMAND
9. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

10. TERRAIN CONDITION - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,9

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1909 1/28/85 ALEXANDRIA, MN A/C Reg. No. N9011K Time (Lcl) - 1519 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| | | Injuries | | | |
|------|---|----------|---------|-------|------|
| | | Fatal | Serious | Minor | None |
| Crew | 0 | 0 | 0 | 0 | 2 |
| Pass | 0 | 0 | 0 | 0 | 0 |

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - STINSON 108-1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2100
No. of Seats - 4

Eng Make/Model - FRANKLIN 6A4-165-BE
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 165 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- 190/008 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 15000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
WADENA, MN

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

CHANDLER
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND
HELICOPTER

Age - 58
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

| | | | |
|-------------|----------|---------------|----------|
| Total | - 3125 | Last 24 Hrs | - UNK/NR |
| Make/Model- | 11 | Last 30 Days- | UNK/NR |
| Instrument- | 50 | Last 90 Days- | 53 |
| Multi-Eng | - UNK/NR | Rotorcraft | - 500 |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT ON A FERRY FLT AFTER AN ANNUAL INSP WAS ON TO CLIMB 100 FT AGL WHEN POWER BEGAN TO DETERIORATE WHILE MANUVERING TO LD ON AN ADJACENT RUNWAY THE ACFT STRUCK A VASI INSTALLATION AND GROUND IMPACTED NO 5 LOWER SPARK PLUG IMPROPER INSTALLATION

Brief of Accident (Continued)

File No. - 1909

1/28/85

ALEXANDRIA, MN

A/C Reg. No. N9011K

Time (Lc1) - 1519 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. IGNITION SYSTEM, SPARK PLUG - IMPROPER
2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. OBJECT - APPROACH LIGHT/NAVAID

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - UNCONTROLLED

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

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1891 3/12/85 MARSHALL, MN A/C Reg. No. N8863V Time (Lcl) - 1810 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 |

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew 0
NONE Pass 0

-----Aircraft Information-----

Make/Model - BELLANCA 17-30A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3325
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-K1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/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- 160/013 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 6500 FT SCATTERED
Lowest Ceiling - 12000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 43
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2239
Make/Model- 67
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) - NONE

-----Narrative-----

THE ACFT CONTACTED 10 FT HIGH TREES DURING TAKEOFF FROM A GRAVEL TAXIWAY. THE PLT THEN PERFORMED A FORCED LANDING IN A CULTIVATED FLD DURING WHICH THE LANDING GEAR SEPARATED FROM THE ACFT.

Brief of Accident (Continued)

File No. - 1891

3/12/85

MARSHALL, MN

A/C Reg. No. N8863V

Time (Lc1) - 1810 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
4. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
5. CLEARANCE - NOT OBTAINED - PILOT IN COMMAND
6. OBJECT - TREE(S)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. TERRAIN CONDITION - OPEN FIELD
8. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

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. - 1831

8/06/85

RED LAKE FALLS, MN

A/C Reg. No. N2350Y

Time (Lcl) - 0700 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

.SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -AERIAL APPLICATION

Fire

Crew

0

0

1

0

Flight Conducted Under -14 CFR 137

NONE

Pass

0

0

0

0

Accident Occurred During -CRUISE

-----Aircraft Information-----

Make/Model - PIPER PA-36-300

Eng Make/Model - LYCOMING IO-540-K1G5

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 4400

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 1

Rated Power - 300 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 280/008 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

RED LAKE FALLS, MN

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Age - 50

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 6677

Last 24 Hrs - 7

SE LAND, ME LAND

Months Since - 3

Make/Model- 459

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 21

Last 90 Days- 189

Multi-Eng - 17

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED WIRES DURING AN AERIAL APPLICATION FLT. THE PLT STATED HE WAS MAINTAINING EXTRA ALT TO AVOID TALL WEEDS AND THE CLEARANCE BELOW THE WIRES WAS MISJUDGED. THE WIRES SEVERED THE VERTICAL FIN AND RUDDER.

Brief of Accident (Continued)

File No. - 1831

8/06/85

RED LAKE FALLS, MN

A/C Reg. No. N2350Y

Time (Lc1) - 0700 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 3. FLIGHT CONTROL, RUDDER - SEPARATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1829 8/23/85 FERGUS FALLS, MN A/C Reg. No. N40920 Time (Lcl) - 1630 CDT

-----Basic Information-----

| | | | | | |
|--|--------------------------------|--------|---------------------|-------|------|
| Type Operating Certificate-AGRICULTURAL AIRCRAFT | Aircraft Damage SUBSTANTIAL | Fatal | Injuries Serious | Minor | None |
| Type of Operation - AERIAL APPLICATION | Fire | Crew 0 | 0 | 0 | 1 |
| Flight Conducted Under - 14 CFR 137 | NONE | Pass 0 | 0 | 0 | 0 |
| Accident Occurred During - DESCENT | | | | | |

-----Aircraft Information-----

| | | |
|------------------------------------|---|-----------------------------------|
| Make/Model - PIPER PA-36-285 | Eng Make/Model - CONTINENTAL 6-285-C(2) | ELT Installed/Activated - NO -N/A |
| Landing Gear - TAILWHEEL-ALL FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 3900 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 1 | 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 | FERGUS FALLS, MN | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | LOCAL | |
| Wind Dir/Speed- 290/010 KTS | ATC/Airspace | Runway Ident - N/A |
| Visibility - 15.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - N/A |
| Lowest Sky/Clouds - 2500 FT | Type of Clearance - NONE | Runway Surface - N/A |
| Lowest Ceiling - 2500 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 - 27 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| COMMERCIAL | Current - YES | Total - 381 |
| SE LAND | Months Since - 12 | Make/Model- 104 |
| | Aircraft Type - UNK/NR | Instrument- 10 |
| | | Last 24 Hrs - 0 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 54 |

Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE PLT ENTERED A STEEP RIGHT TURN AT THE END OF A SWATH RUN THE ACFT BEGAN TO LOOSE ALT SO THE PLT ADDED FULL PWR AND LEVELED THE WINGS. WHEN THE ACFT WAS CLOSE TO THE GROUND AND SLOW THE PLT NOTICED A ROW OF TREES ALONG THE FLT PATH. DURING A PULL UP IN AN ATTEMPT TO CLEAR THE TREES, THE ACFT STALLED AND CONTACTED THE TREES FOLLOWED BY THE TERRAIN.

Brief of Accident (Continued)

File No. - 1829

8/23/85

FERGUS FALLS, MN

A/C Reg. No. N40920

Time (Lc1) - 1630 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - TREE(S)
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

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. - 1873

9/01/85

MANKATO, MN

A/C Reg. No. N1450R

Time (Lcl) - 0800 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| | | Injuries | | | |
|-------|---|----------|---------|-------|------|
| | | Fatal | Serious | Minor | None |
| Crew | 0 | 0 | 0 | 0 | 0 |
| Pass | 0 | 0 | 0 | 0 | 0 |
| Other | 0 | 0 | 0 | 0 | 1 |

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAXI

Fire
NONE

-----Aircraft Information-----

Make/Model - BEECH A36
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-BA
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 20.0 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
UNK/NR
Destination
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

MANKATO MUNICIPAL
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 - 57

Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

| Flight Time (Hours) | |
|---------------------|----------------------|
| Total - 2700 | Last 24 Hrs - 6 |
| Make/Model- 100 | Last 30 Days- UNK/NR |
| Instrument- 40 | Last 90 Days- 40 |
| Multi-Eng - 10 | |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT OF THIS ACFT ATTEMPTED TO START THE ENG TWICE WITH ACFT BATTERY AND A GROUND PWR UNIT WITHOUT SUCCESS. HE THEN TIED THE TAIL DOWN WITH A ROPE AND HAD STARTED THE ENG. AFTER THE ENG STARTED, THE TIE DOWN ROPE BROKE AND THE ACFT TAXIED BY ITSELF INTO ANOTHER ACFT WHICH WAS PARKED A SHORT DISTANCE AWAY.

Brief of Accident (Continued)

File No. - 1873

9/01/85

MANKATO, MN

A/C Reg. No. N1450R

Time (Lc1) - 0800 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

1. SAFETY SYSTEM(OTHER) - FAILURE, TOTAL
 2. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - INADVERTENT - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
 4. JUDGEMENT - POOR - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1903

9/02/85

BLAINE, MN

A/C Reg. No. N4196N

Time (Lcl) - 0810 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| | Fatal | Serious | Minor | None |
|----------|-------|---------|-------|------|
| Injuries | | | | |
| Crew | 0 | 0 | 0 | 1 |
| Pass | 0 | 2 | 0 | 4 |

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - RAVEN AX-9
Landing Gear - UNK/NR
Max Gross Wt - UNK/NR
No. of Seats - UNK/NR

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 - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC

Itinerary

Last Departure Point
LAKELAND, MN
Destination
UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 110/007 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 4000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

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

FREE BALLOON

Age - 35

Biennial Flight Review

Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

| | | | | |
|-------------|---|-----|---------------|--------|
| Total | - | 116 | Last 24 Hrs - | 1 |
| Make/Model- | 6 | | Last 30 Days- | UNK/NR |
| Instrument- | 0 | | Last 90 Days- | 3 |

Instrument Rating(s) - NONE

-----Narrative-----

THE ONE HOUR BALLOON SIGHTSEEING FLIGHT WAS UNEVENTFUL. DURING HIS APPROACH TO LAND IN A CLEAR AREA HE DECIDED THAT HIS FORWARD VELOCITY WAS TOO HIGH TO LAND WITHOUT HITTING HOUSES OR POWERLINES BELOW THE BALLOON. ACCORDING TO HIM HE BURNED FUEL TO ATTEMPT A LEVEL OFF BUT DIDN'T BURN ENOUGH FUEL TO ARREST HIS DESCENT COMPLETELY. THE BALLOON STRUCK A MAPLE TREE AND THE GONDOLA MOMENTARILY BECAME CAUGHT ON A BRANCH. THE BRANCH GAVE WAY AND THE GONDOLA FELL TO THE GROUND HARD ENOUGH TO SERIOUSLY INJURE TWO OF THE SEVEN BALLOON OCCUPANTS.

Brief of Accident (Continued)

File No. - 1903

9/02/85

BLAINE, MN

A/C Reg. No. N4196N

Time (Lcl) - 0810 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)

1. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
 2. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
 3. OBJECT - TREE(S)
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1882 11/05/85 DULUTH,MN

A/C Reg. No. N45953

Time (Lcl) - 1500 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 |

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - CESSNA 152II
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- 120/016 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DULUTH,MN

Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
TOUCH AND GO

Airport Proximity
ON AIRSTRIP

Airport Data

DULUTH INT'L
Runway Ident - 13
Runway Lth/Wid - 2575/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 37

Biennial Flight Review

Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

| | | | |
|-------------|----|---------------|--------|
| Total - | 39 | Last 24 Hrs - | 1 |
| Make/Model- | 39 | Last 30 Days- | UNK/NR |
| Instrument- | 0 | Last 90 Days- | 13 |

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT HAD BEEN PRACTICING TOUCH AND GO LANDINGS AND ON HIS THIRD APCH THE ACFT DRIFTED TO THE RIGHT OF THE RWY. HE ADDED PWR AND ATTEMPTED TO GO AROUND. HE HEARD THE STALL WARNING HORN SO HE LOWERED THE NOSE. THE ACFT CONTACTED THE GROUND, FLIPPED OVER AND CAME TO REST INVERTED.

Brief of Accident (Continued)

File No. - 1882

11/05/85

DULUTH, MN

A/C Reg. No. N45953

Time (Lc1) - 1500 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - NOT CORRECTED - PILOT IN COMMAND
 2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
 5. PROPER CLIMB RATE - NOT OBTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - GO-AROUND (VFR)

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) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1852 10/31/85 MANSFIELD,MO

A/C Reg. No. N27689

Time (Lcl) - 1850 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI
Name of Carrier -AIR EVAC EMS
Type of Operation -NON SCHED,DOMESTIC,PASSENGER
Flight Conducted Under -14 CFR 135
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

| | Fatal | Serious | Minor | None |
|------|-------|---------|-------|------|
| Crew | 0 | 1 | 1 | 0 |
| Pass | 1 | 0 | 0 | 0 |

-----Aircraft Information-----

Make/Model - BELL 206L-1
Landing Gear - SKID
Max Gross Wt - 4050
No. of Seats - 5

Eng Make/Model - ALLISON 250C-28
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 435 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 340/007 KTS
Visibility - 1.500 SM
Lowest Sky/Clouds - 400 FT
Lowest Ceiling - 400 FT BROKEN
Obstructions to Vision- FOG
Precipitation - DRIZZLE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
WEST PLAINS,MO
Destination
SPRINGFIELD,MO

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND,ME LAND
HELICOPTER

Age - 52
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-34

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

| Flight Time (Hours) | |
|---------------------|------|
| Total | 7377 |
| Make/Model- | 1836 |
| Instrument- | 778 |
| Multi-Eng - | 1552 |
| Last 24 Hrs - | 1 |
| Last 30 Days- | 81 |
| Last 90 Days- | 131 |
| Rotorcraft - | 1836 |

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

AFTER DEPARTING WEST PLAINS HOSPITAL FOR SPRINGFIELD, TRANSFERRING A CRITICALLY INJURED PATIENT, THE PLT OF THE EMS HELICOPTER BEGAN TO ENCOUNTER DETERIORATING WEATHER. THE PLT WAS CONCERNED ABOUT THE CLOSE SPREAD OF TEMPERATURE AND DEW POINT, BUT HAD ADEQUATE CEILINGS AND VISIBILITIES ALONG HIS ROUTE OF FLT TO CONTINUE. AFTER CRESTING A HILL WEST OF MANSFIELD, MISSOURI, ALONG MISSOURI HWY 60, THE PLT ENCOUNTERED LOWERING CEILINGS AND LIGHT FOG. THE PLT STATED HE DID NOT LIKE THE CONDITION OF THE WEATHER AFTER PASSING THE HILL AND INITIATED A RIGHT TURN TO PROCEED BACK TO MANSFIELD. POWER LINES WERE IMPACTED BY THE HELICOPTER IMMEDIATELY AFTER THE PLT INITIATED THE TURN. THE PLT DID NOT REALIZE THAT HE HAD DESCENDED LOW ENOUGH TO STRIKE THE POWER LINES THAT WERE OBSCURED IN FOG AND LOW CLOUDS.

Brief of Accident (Continued)

File No. - 1852

10/31/85

MANSFIELD, MO

A/C Reg. No. N27689

Time (Lc1) - 1850 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. OBJECT - WIRE, STATIC
 2. OBJECT - WIRE, TRANSMISSION
 3. WEATHER CONDITION - FOG
 4. WEATHER CONDITION - LOW CEILING
 5. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
 6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 7. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. TERRAIN CONDITION - GROUND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7

Factor(s) relating to this accident is/are finding(s) 3,4,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1915 12/30/85 WENTZVILLE, MO A/C Reg. No. N9199C Time (Lcl) - 0635 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 | 2 |
| Accident Occurred During -LANDING | | | | | |

-----Aircraft Information-----

| | | |
|-------------------------------------|--|----------------------------------|
| Make/Model - CESSNA 182RG | Eng Make/Model - LYCOMING O-540J35D | ELT Installed/Activated - YES/NO |
| Landing Gear - TRICYCLE-RETRACTABLE | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 3200 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 4 | Rated Power - 235 HP | |

-----Environment/Operations Information-----

| | | |
|------------------------------|-----------------------------------|---------------------------------|
| Weather Data | Itinerary | Airport Proximity ON AIRPORT |
| Wx Briefing - FSS | Last Departure Point ALTON, IL | Airport Data WENTZVILLE |
| Method - UNK/NR | Destination SAME AS ACC/INC | Runway Ident - N/A |
| Completeness - UNK/NR | ATC/Airspace | Runway Lth/Wid - 2400/ 50 |
| Basic Weather - VMC | Type of Flight Plan - NONE | Runway Surface - ASPHALT |
| Wind Dir/Speed- CALM | Type of Clearance - NONE | Runway Status - DRY |
| Visibility - 12.0 SM | Type Apch/Lndg - GO AROUND | |
| Lowest Sky/Clouds - CLEAR | | |
| Lowest Ceiling - NONE | | |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAWN | | |

-----Personnel Information-----

| | | |
|--------------------------|------------------------|--|
| Pilot-In-Command | Age - 35 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - 126 |
| SE LAND | Months Since - 13 | Make/Model- 26 |
| | Aircraft Type - 152 | Instrument- 0 |
| | | Last 24 Hrs - UNK/NR |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 4 |

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE WINDS WERE CALM WHEN HE MADE THE TOO LONG, ON THE RUNWAY, ATTEMPTED A GO AROUND AND RAN OFF THE END OF THE RUNWAY INTO A FIELD WHEN THE AIRPLANE FAILED TO GET AIRBORNE.

Brief of Accident (Continued)

File No. - 1915

12/30/85

WENTZVILLE, MO

A/C Reg. No. N9199C

Time (Lcl) - 0635 CST

Occurrence #1 OVERRUN
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND
3. GO-AROUND - DELAYED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1802 12/21/85 MENDENHALL,MS A/C Reg. No. N6712G Time (Lcl) - 1710 CST

-----Basic Information-----

| | | | | | |
|--|--------------------------------|--------|---------------------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage SUBSTANTIAL | Fatal | Injuries Serious | Minor | None |
| Type of Operation -PERSONAL | Fire | 0 | 1 | 0 | 0 |
| Flight Conducted Under -14 CFR 91 | NONE | Pass 0 | 0 | 0 | 0 |
| Accident Occurred During -DESCENT | | | | | |

-----Aircraft Information-----

| | | |
|-------------------------------|--|----------------------------------|
| Make/Model - CESSNA 150 | Eng Make/Model - CONTINENTAL O-200 | ELT Installed/Activated - YES/NO |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 1500 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 2 | Rated Power - 100 HP | |

-----Environment/Operations Information-----

| | | |
|--------------------------------------|----------------------------|----------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - FSS | Last Departure Point | OFF AIRPORT/STRIP |
| Method - TELEPHONE | JACKSON,MS | |
| Completeness - PARTIAL,LMTD BY PILOT | Destination | Airport Data |
| Basic Weather - VMC | JACKSON,MS | Runway Ident - N/A |
| Wind Dir/Speed- 340/005 KTS | ATC/Airspace | Runway Lth/Wid - N/A |
| Visibility - 7.0 SM | Type of Flight Plan - NONE | Runway Surface - N/A |
| Lowest Sky/Clouds - 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 - 51 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| COMMERCIAL | Current - YES | Total - 10150 |
| SE LAND,ME LAND | Months Since - 2 | Make/Model- 46 |
| HELICOPTER | Aircraft Type - BE-99 | Instrument- 550 |
| | | Multi-Eng - 3600 |
| | | Last 24 Hrs - 0 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 66 |
| | | Rotorcraft - 3700 |

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PLT STATED THAT THE ACFT COLLIDED WITH A TREE WHILE HE WAS MAKING A LOW PASS OVER HIS FATHER'S HOME. THE PLT SAID HIS ATTENTION WAS DIVERTED WHILE MAKING A LEFT TURN AND THE ACFT DESCENDED INTO THE TREE.

Brief of Accident (Continued)

File No. - 1802

12/21/85

MENDENHALL, MS

A/C Reg. No. N6712G

Time (Lcl) - 1710 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - TREE(S)
 2. VISUAL LOOKOUT - INATTENTIVE - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
 4. ALTITUDE - NOT MAINTAINED - 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) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1856 5/09/85 LEWISTOWN,MT A/C Reg. No. N84857 Time (Lc1) - 0844 MDT

-----Basic Information-----

| | | | | | |
|--|--------------------------------|--------|---------------------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage SUBSTANTIAL | Fatal | Injuries Serious | Minor | None |
| Type of Operation -AERIAL OBSERVATION | Fire | Crew 1 | 0 | 1 | 0 |
| Flight Conducted Under -14 CFR 91 | NONE | Pass 0 | 0 | 1 | 0 |
| Accident Occurred During -TAXI | | | | | |

-----Aircraft Information-----

| | | |
|---|--|-----------------------------------|
| Make/Model - CONSOLIDATED VULTEE PBV-5A | Eng Make/Model - P&W R1830-94-M2 | ELT Installed/Activated - YES/YES |
| Landing Gear - TRICYCLE-RETRACTABLE | Number Engines - 2 | Stall Warning System - YES |
| Max Gross Wt - 27000 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 3 | Rated Power - 1350 HP | |

-----Environment/Operations Information-----

| | | |
|--------------------------------------|----------------------------|----------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - FSS | Last Departure Point | ON AIRPORT |
| Method - IN PERSON | SAME AS ACC/INC | |
| Completeness - WEATHER NOT PERTINENT | Destination | Airport Data |
| Basic Weather - VMC | RENO,NV | LEWISTOWN |
| Wind Dir/Speed- 120/003 KTS | ATC/Airspace | Runway Ident - 25 |
| Visibility - 30.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - 7984/ 100 |
| Lowest Sky/Clouds - 8000 FT | Type of Clearance - NONE | Runway Surface - ASPHALT |
| Lowest Ceiling - 8000 FT BROKEN | Type Apch/Lndg - NONE | Runway Status - DRY |
| Obstructions to Vision- HAZE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

-----Personnel Information-----

| | | |
|--------------------------|------------------------|---|
| Pilot-In-Command | Age - 52 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| COMMERCIAL | Current - YES | Total - 6838 |
| SE LAND,ME LAND | Months Since - 19 | Make/Model- 19 |
| | Aircraft Type - M20C | Instrument- 176 |
| | | Multi-Eng - 3650 |
| | | Last 24 Hrs - UNK/NR |
| | | Last 30 Days- 18 |
| | | Last 90 Days- 24 |
| | | Rotorcraft - 22 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAXI TO TAKEOFF THE BRAKES FAILED. THE PLT ATTEMPTED TO GROUNDLOOP THE ACFT. THE ACFT ROLLED DOWN HILL AND COLLIDED WITH A GULLY. THE PLT WAS FATALY INJURED. DURING PREFLIGHT THE CO-PLT INADVERTENTLY ADDED HYDRAULIC FLUID IN THE ALCOHOL TANK. THE HYDRAULIC PUMP CAVITATED. THE PLT FAILED TO USE THE HYDRAULIC EMERGENCY HAND PUMP OR THE A.C. ELECTRIC PUMP.

Brief of Accident (Continued)

File No. - 1856

5/09/85

LEWISTOWN,MT

A/C Reg. No. N84857

Time (Lc1) - 0844 MDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation STANDING - PRE-FLIGHT

Finding(s)

1. FLUID, HYDRAULIC - INADEQUATE
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN (STANDARD/REQUIREMENT), VISUAL RESTRICTION BY EQUIP/STRUCT - COPILOT
4. HYDRAULIC SYSTEM, RESERVOIR - LOW LEVEL
5. AIRCRAFT SERVICE - IMPROPER - COPILOT
6. WINDOW, INSPECTION/OBSERVATION - BLOCKED (PARTIAL)
7. CREW/GROUP COORDINATION - POOR - PILOT IN COMMAND
8. ANTI-ICE/DE-ICE SYSTEM, PROPELLER - UNMARKED
9. SUPERVISION - POOR - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

10. HYDRAULIC SYSTEM, PUMP - FAILURE, TOTAL
11. BRAKES (NORMAL) - SELECTED - PILOT IN COMMAND
12. HYDRAULIC SYSTEM - PRESSURE TOO LOW
13. BRAKES (EMERGENCY) - NOT USED - PILOT IN COMMAND
14. SAFETY SYSTEM (OTHER) - NOT ENGAGED
15. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

16. GROUND LOOP/SWERVE - ATTEMPTED - PILOT IN COMMAND

Occurrence #4 ON GROUND COLLISION WITH TERRAIN
Phase of Operation OTHER

Finding(s)

17. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,9,12,13,14,15

Factor(s) relating to this accident is/are finding(s) 1,3,4,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1969 7/12/85 COLUMBUS, MT A/C Reg. No. N6817H Time (Lcl) - 1300 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 1 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 |

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire Crew Pass
NONE 1 1

-----Aircraft Information-----

Make/Model - PIPER J3C-65
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL A65-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 230/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 2500 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
COLUMBUS, MT
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 - 23
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - NON-VALID MEDICAL
Flight Time (Hours)

| | | | |
|-------------|-------|---------------|----------|
| Total | - 450 | Last 24 Hrs | - UNK/NR |
| Make/Model- | 100 | Last 30 Days- | UNK/NR |
| Instrument- | 20 | Last 90 Days- | UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

AFTER MAKING A LOW PASS OVER HIS PAX HOME, THE PLT PULLED THE ACFT UP ABRUPTLY AND STALLED AT A VERY LOW ALTITUDE. THE ALT WAS TOO LOW FOR THE PLT TO EFFECT A SUCCESSFUL RECOVERY BEFORE GROUND IMPACT.

Brief of Accident (Continued)

File No. - 1969

7/12/85

COLUMBUS, MT

A/C Reg. No. N6817H

Time (Lcl) - 1300 MDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation CLIMB

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. LOW PASS - PERFORMED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)

4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
5. ALTITUDE - IMPROPER - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1949

7/17/85

MISSOULA, MT

A/C Reg. No. N8252A

Time (Lcl) - 1417 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 2 |

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
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 - CONTINENTAL C145-2
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 - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 180/015 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 7500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MISSOULA, MT
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

MISSOULA CO.
Runway Ident - 29
Runway Lth/Wid - 9499/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 63
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - 170B

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

| | | | |
|-------------|-------|---------------|--------|
| Total | - 489 | Last 24 Hrs - | 3 |
| Make/Model- | 55 | Last 30 Days- | UNK/NR |
| Instrument- | 3 | Last 90 Days- | 55 |

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE DID NOT USE PROPER TECHNIQUE AND DID NOT MAINTAIN DIRECTIONAL CONTROL WHILE LANDING IN A BRISK AND DIRECT CROSSWIND. THE AIRPLANE WAS SUBSTANTIALLY DAMAGED IN THE HARD LANDING THAT WAS FOLLOWED BY A GROUND LOOP.

Brief of Accident (Continued)

File No. - 1949

7/17/85

MISSOULA, MT

A/C Reg. No. N8252A

Time (Lc1) - 1417 MDT

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
 4. WEATHER CONDITION - CROSSWIND
-

----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. - 1948

7/22/85

MISSOULA, MT

A/C Reg. No. N6375F

Time (Lcl) - 1333 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| | Injuries | | | |
|------|----------|---------|-------|------|
| | Fatal | Serious | Minor | None |
| Crew | 0 | 0 | 0 | 1 |
| Pass | 0 | 0 | 0 | 0 |

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 182P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-L
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 270/014 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 9000 FT SCATTERED
Lowest Ceiling - 22000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MISSOULA, MT
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

MISSOULA CO.
Runway Ident - 29
Runway Lth/Wid - 9500/ 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)

PRIVATE
SE LAND

Age - 44

Biennial Flight Review

Current - UNK/NR
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

| | | | |
|-------------|------|---------------|----|
| Total | - 69 | Last 24 Hrs - | 2 |
| Make/Model- | 10 | Last 30 Days- | 10 |
| Instrument- | 0 | Last 90 Days- | 10 |

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LOST DIRECTIONAL CONTROL DURING THE TOUCHDOWN PHASE OF LANDING. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED WHEN IT VEERED OFF THE RUNWAY AND NOSED OVER IN THE SOFT DIRT.

Brief of Accident (Continued)

File No. - 1948

7/22/85

MISSOULA, MT

A/C Reg. No. N6375F

Time (Lc1) - 1333 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1921

8/13/85

HAUGAN, MT

A/C Reg. No. N6305K

Time (Lcl) - 0845 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| Fatal | Injuries | | | None |
|--------|----------|-------|--|------|
| | Serious | Minor | | |
| Crew 0 | 0 | 0 | | 1 |
| Pass 0 | 0 | 0 | | 0 |

Type of Operation - FERRY
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE
Crew
Pass

-----Aircraft Information-----

Make/Model - DOWNER REP. SEABEE RC-3
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - 2980
No. of Seats - 4

Eng Make/Model - FRANKLIN 6A8-215-B8F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 215 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
COEUR D'ALENE, ID
Destination
MISSOULA, MT

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
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, CFI
SE LAND, ME LAND, SE SEA, ME SEA
GLIDER

Age - 36

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

| | | | |
|------------|--------|--------------|----------|
| Total | - 6000 | Last 24 Hrs | - 2 |
| Make/Model | - 10 | Last 30 Days | - UNK/NR |
| Instrument | - 0 | Last 90 Days | - 30 |
| Multi-Eng | - 1500 | | |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD RECONDITIONED N6305K AND WAS FLYING THE ACFT TO HIS HOME IN TEXAS. HE CONTINUED TO STATE THAT WHILE CLIMBING THROUGH 6500 FT, HE HEARD AN UNUSUAL NOISE FOLLOWED BY A SUBSTANTIAL LOSS IN PWR. THE PLT EXECUTED AN EMERGENCY LANDING ON A FOREST SERVICE ROAD. EXAM OF THE ENG AFTER THE ACCIDENT REVEALED THAT THE NO. 3 PISTON HAD FAILED.

Brief of Accident (Continued)

File No. - 1921

8/13/85

HAUGAN, MT

A/C Reg. No. N6305K

Time (Lc1) - 0845 MDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. ENGINE ASSEMBLY, PISTON - FAILURE, TOTAL
 2. AIRSPEED - NOT POSSIBLE - PILOT IN COMMAND
 3. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1982 8/16/85 YANCEYVILLE, NC A/C Reg. No. N47994 Time (Lcl) - 2355 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 | 3 | 3 |

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28-181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4M
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 160/010 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 700 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SHELBYVILLE, TN
Destination
ROCKY MOUNT, NC

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)
PRIVATE
SE LAND

Age - 51
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

| | | | |
|-------------|----------|---------------|----------|
| Total | - UNK/NR | Last 24 Hrs | - UNK/NR |
| Make/Model- | UNK/NR | Last 30 Days- | UNK/NR |
| Instrument- | UNK/NR | Last 90 Days- | UNK/NR |
| Multi-Eng | - UNK/NR | Rotorcraft | - UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

THE NON INSTRUMENT RATED PRIVATE PILOT FLEW INTO KNOW ADVERSE WX CONDITIONS. WHILE RECEIVING VECTORS TO THE NEAREST AIRPORT, THE ENG LOST POWER DUE TO FUEL EXHAUSTION AND AN EMERGENCY LANDING WAS MADE IN A FIELD NEAR A PRIVATE RESIDENCE.

Brief of Accident (Continued)

File No. - 1982

8/16/85

YANCEYVILLE, NC

A/C Reg. No. N47994

Time (Lc1) - 2355 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - RAIN
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. WEATHER CONDITION - THUNDERSTORM
4. WEATHER EVALUATION - DISREGARDED - PILOT IN COMMAND
5. LIGHT CONDITION - DARK NIGHT
6. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
7. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
8. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

9. OBJECT - RESIDENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6,7,8

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1867 10/21/85 WALLACE, NC A/C Reg. No. N86097 Time (Lcl) - 1800 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

| | | Injuries | | | |
|------|---|----------|---------|-------|------|
| | | Fatal | Serious | Minor | None |
| Crew | 0 | 1 | 0 | 0 | 0 |
| Pass | 0 | 0 | 0 | 0 | 0 |

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - AERONCA 11AC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1250
No. of Seats - 2

Eng Make/Model - CONTINENTAL A65-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 250/005 KTS
Visibility - 1.000 SM
Lowest Sky/Clouds - 600 FT
Lowest Ceiling - 600 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - DRIZZLE
Condition of Light - DUSK

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
WALLACE, NC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

UNNAMED
Runway Ident - 30
Runway Lth/Wid - 2200/ 50
Runway Surface - DIRT
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 57
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - 22AC

Medical Certificate - EXPIRED
Flight Time (Hours)

| | | | |
|-------------|--------|---------------|----------|
| Total | - 2700 | Last 24 Hrs | - UNK/NR |
| Make/Model- | 1000 | Last 30 Days- | UNK/NR |
| Instrument- | 0 | Last 90 Days- | UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE TERRAIN FOLLOWING A LOSS OF CONTROL DURING INITIAL TAKEOFF CLIMB. THE PLT REPORTED THAT AFTER CLEARING TREES AT AN ALT OF APRX 200 FT THE ACFT DRIFTED TO THE RIGHT. THE TAIL OF THE ACFT THEN ROSE PUSHING THE NOSE DOWN UNTIL THE ACFT IMPACTED THE GROUND. ACCORDING TO THE PLT, THE WINDS WERE STRONG AND GUSTY DURING THE DAY BUT HAD SUBSIDED PRIOR TO THE TAKEOFF.

Brief of Accident (Continued)

File No. - 1867

10/21/85

WALLACE, NC

A/C Reg. No. N86097

Time (Lcl) - 1800 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
3. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1944 4/07/85 WILLISTON,ND A/C Reg. No. N3005J Time (Lcl) - 1350 MST

-----Basic Information-----

| | | | | | | | | |
|----------------------------|-------------------------------|-----------------|------|-------|---|---------|-------|------|
| Type Operating Certificate | -COMMUTER | Aircraft Damage | | | | | | |
| Name of Carrier | -PIONEER AIRLINES INC. | SUBSTANTIAL | | Fatal | | Serious | Minor | None |
| Type of Operation | -SCHEDULED,DOMESTIC,PASSENGER | Fire | Crew | 0 | 0 | 0 | 0 | 2 |
| Flight Conducted Under | -14 CFR 135 | NONE | Pass | 0 | 0 | 0 | 0 | 0 |
| Accident Occurred During | -LANDING | | | | | | | |

-----Aircraft Information-----

| | | | | | |
|--------------|------------------------|----------------|-------------------|-------------------------|----------|
| Make/Model | - SWEARINGEN SA-227-AC | Eng Make/Model | - GARRETT TPE-331 | ELT Installed/Activated | - UNK/NR |
| Landing Gear | - TRICYCLE-RETRACTABLE | Number Engines | - 2 | Stall Warning System | - YES |
| Max Gross Wt | - 14600 | Engine Type | - TURBOPROP | | |
| No. of Seats | - 19 | Rated Power | - 1000 HP | | |

-----Environment/Operations Information-----

| | | | | | |
|------------------------|---------------------|----------------------|---------------|---------------------|-------------|
| Weather Data | | Itinerary | | Airport Proximity | |
| Wx Briefing | - UNK/NR | Last Departure Point | | ON AIRPORT | |
| Method | - UNK/NR | RAPID CITY,SD | | | |
| Completeness | - UNK/NR | Destination | | Airport Data | |
| Basic Weather | - VMC | SAME AS ACC/INC | | SLOULIN FIELD INT'L | |
| Wind Dir/Speed | - 340/021 KTS | | | Runway Ident | - 11 |
| Visibility | - 12.0 SM | ATC/Airspace | | Runway Lth/Wid | - 6000/ 100 |
| Lowest Sky/Clouds | - 4000 FT SCATTERED | Type of Flight Plan | - IFR | Runway Surface | - ASPHALT |
| Lowest Ceiling | - NONE | Type of Clearance | - IFR | Runway Status | - DRY |
| Obstructions to Vision | - UNK/NR | Type Apch/Lndg | - STRAIGHT-IN | | |
| Precipitation | - UNK/NR | | | | |
| 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,ATP,CFI | Current - YES | Total - 5000 | Last 24 Hrs - 3 |
| SE LAND,ME LAND | Months Since - 0 | Make/Model- 2000 | Last 30 Days- UNK/NR |
| | Aircraft Type - SA-227 | Instrument- UNK/NR | Last 90 Days- UNK/NR |
| | | Multi-Eng - 4000 | Rotorcraft - UNK/NR |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT CREW STATED AFTER THE ACCIDENT THAT THE FLT WAS UNEVENTFUL FROM RAP TO INS. THE FIRST OFFICER WAS FLYING THE ACFT WHEN THE ACCIDENT OCCURRED. ACCORDING TO THE FLT CREW ALL CHECKLIST ITEMS HAD BEEN PERFORMED PRIOR TO THE LANDING. THE ACFT MADE GND CONTACT WITH THE LANDING GEAR IN THE /UP/ POSITION. THE CPT TOOK CONTROLL AND EXECUTED A GO-AROUND. THE LANDING GEAR WAS LOWERED MANUALLY AND THE RT ENG SHUTDOWN FOLLOWED BY AN UNEVENTFUL LANDING. THREE WITNESSES STATED THAT THE LANDING GEAR WAS IN THE UP POSITION THROUGHOUT THE APPROACH AND LANDING PHASES. NO EVIDENCE OF A MECHANICAL MALFUNCTION OR FAILURE WAS FOUND WITH LANDING GEAR COMPONENTS OR SYSTEM.

Brief of Accident (Continued)

File No. - 1944

4/07/85

WILLISTON,ND

A/C Reg. No. N3005J

Time (Lcl) - 1350 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. CHECKLIST - MISJUDGED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND
 3. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
 4. GEAR EXTENSION - NOT IDENTIFIED - COPILOT
 5. IMPROPER USE OF PROCEDURE, COMPLACENCY - COPILOT
 6. GO-AROUND - PERFORMED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1805 10/06/85 SAWYER,ND A/C Reg. No. N26207 Time (Lcl) - 1045 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
1
2

-----Aircraft Information-----

Make/Model - GRUMMAN AA-5A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2000
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 330/015 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 12000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MINOT,ND
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

PIETSCH AIRSTRIP
Runway Ident - 29
Runway Lth/Wid - 2800/ 75
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 27
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - AA5A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total - 86
Make/Model- 32
Instrument- 3
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ALLOWED THE AIRSPEED TO DECREASE TO THE EXTENT OF ACTIVATING THE ACFT STALL WARNING SYSTEM ON FINAL APCH AT 100 FT ABOVE THE GROUND AND 200 FT FROM THE END OF THE RWY. HE CORRECTED THE LOW AIRSPEED CONDITION BY LOWERING THE NOSE, RESULTING IN A HIGH RATE OF DESCENT. HE INITIATED AN EXCESSIVE NOSE HIGH LANDING FLARE TO COMPENSATE FOR THE HIGH RATE OF DESCENT, CAUSING THE ACFT TO STALL 10-15 FT ABOVE THE RWY. THE PLT CONTINUED THE LANDING WITH NO CORRECTIVE ACTION. THE ACFT IMPACTED THE RWY IN A NOSE LOW ATTITUDE, BOUNCED 50-60 FT INTO THE AIR, CROSSED A DIRT ROAD AND LANDED IN A FLD WHERE IT COLLIDED WITH A LARGE BALE OF HAY.

Brief of Accident (Continued)

File No. - 1805

10/06/85

SAWYER,ND

A/C Reg. No. N26207

Time (Lc1) - 1045 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND
3. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
4. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. FLARE - IMPROPER - PILOT IN COMMAND
6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

7. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1959 8/27/85 WRIGHTSTOWN,NJ A/C Reg. No. N90342 Time (Lcl) - 2030 EDT

-----Basic Information-----

| | | | | | | |
|--|-----------------|------|-------|---------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage | | | | | |
| | SUBSTANTIAL | | Fatal | Serious | Minor | None |
| Type of Operation -BUSINESS | Fire | Crew | 0 | 0 | 0 | 1 |
| Flight Conducted Under -14 CFR 91 | IN FLIGHT | Pass | 0 | 0 | 0 | 3 |
| Accident Occurred During -DESCENT | | | | | | |

-----Aircraft Information-----

| | | |
|-------------------------------------|---------------------------------------|----------------------------------|
| Make/Model - SMITH AEROSTAR 601P | Eng Make/Model - LYCOMING IO-540-S1A5 | ELT Installed/Activated - YES/NO |
| Landing Gear - TRICYCLE-RETRACTABLE | Number Engines - 2 | Stall Warning System - NO |
| Max Gross Wt - 6500 | Engine Type - RECIP-FUEL INJECTED | |
| No. of Seats - 6 | Rated Power - 290 HP | |

-----Environment/Operations Information-----

| | | |
|---------------------------------------|--|---------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | UNK/NR |
| Method - N/A | TETERBORO,NJ | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | MIDDLETOWN,DE | MCGUIRE AFB |
| Wind Dir/Speed- 225/010 KTS | ATC/Airspace | Runway Ident - 18 |
| Visibility - 10.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - UNK/NR |
| Lowest Sky/Clouds - 2500 FT SCATTERED | Type of Clearance - NONE | Runway Surface - CONCRETE |
| Lowest Ceiling - | Type Apch/Lndg - PRECAUTIONARY LANDING | Runway Status - DRY |
| Obstructions to Vision- HAZE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

-----Personnel Information-----

| | | |
|--------------------------|------------------------|------------------------------|
| Pilot-In-Command | Age - 35 | Medical Certificate - UNK/NR |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| COMMERCIAL,CFI | Current - YES | Total - 4000 |
| SE LAND,ME LAND | Months Since - 5 | Make/Model- 274 |
| | Aircraft Type - UNK/NR | Instrument- 375 |
| | | Multi-Eng - 1620 |
| | | Last 24 Hrs - 3 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 150 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN ENROUTE CLIMB THE PILOT NOTICED A MANIFOLD PRESSURE LOSS ON THE LEFT ENGINE. OIL PRESSURE AND TEMP GAUGES WENT OFF AND THE LEFT ENGINE WAS SECURED BY THE PILOT. DURING SHUTDOWN A PASSENGER INFORMED THE PILOT THAT THE LEFT WING WAS TURNING BROWN. PILOT MADE RAPID DESCENT AND EMERGENCY LANDING AT AIR FORCE BASE. INSPECTION REVEALED THAT TAILPIPE HAD BROKEN AND ROTATED OUT OF RELATIVE POSITION ALLOWING HOT EXHAUST GAS TO START FIRE IN ENGINE COMPARTMENT. FIRE WAS PROGRESSING AFT TOWARD MAIN WING SPAR. THERE HAVE BEEN TWELVE SIMILAR OCCURRENCES REPORTED ON THIS TAILPIPE ASSEMBLY TO DATE.

Brief of Accident (Continued)

File No. - 1959

8/27/85

WRIGHTSTOWN,NJ

A/C Reg. No. N90342

Time (Lc1) - 2030 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. EXHAUST SYSTEM,MANIFOLD - FAILURE,TOTAL
2. (STANDARD/REQUIREMENT) - MANUFACTURER

Occurrence #2 FIRE
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. EXHAUST SYSTEM,MANIFOLD - FAILURE,TOTAL

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1818 9/23/85 MARLBORO,NJ A/C Reg. No. N210AG Time (Lc1) - 1530 EDT

-----Basic Information-----

| | | | | | |
|--|--------------------------------|--------|---------------------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage SUBSTANTIAL | Fatal | Injuries Serious | Minor | None |
| Type of Operation -BUSINESS | Fire | Crew 0 | 0 | 0 | 1 |
| Flight Conducted Under -14 CFR 91 | NONE | Pass 0 | 0 | 0 | 1 |
| Accident Occurred During -LANDING | | | | | |

-----Aircraft Information-----

| | | |
|-------------------------------------|---|----------------------------------|
| Make/Model - CESSNA P210N | Eng Make/Model - CONTINENTAL TS10-520-P | ELT Installed/Activated - UNK/NR |
| Landing Gear - TRICYCLE-RETRACTABLE | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 4000 | Engine Type - RECIP-FUEL INJECTED | |
| No. of Seats - 6 | Rated Power - 310 HP | |

-----Environment/Operations Information-----

| | | |
|-----------------------------------|---------------------------|---------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - UNK/NR | Last Departure Point | ON AIRPORT |
| Method - UNK/NR | ROANOKE,VA | |
| Completeness - UNK/NR | Destination | Airport Data |
| Basic Weather - IMC | SAME AS ACC/INC | MATAWAN |
| Wind Dir/Speed- 012 KTS | ATC/Airspace | Runway Ident - 27 |
| Visibility - 3.000 SM | Type of Flight Plan - IFR | Runway Lth/Wid - 2170/ 40 |
| Lowest Sky/Clouds - UNK/NR | Type of Clearance - IFR | Runway Surface - ASPHALT |
| Lowest Ceiling - 1000 FT OVERCAST | Type Apch/Lndg - VOR/TVOR | Runway Status - WET |
| Obstructions to Vision- HAZE | | |
| Precipitation - RAIN | | |
| Condition of Light - DAYLIGHT | | |

-----Personnel Information-----

| | | |
|--------------------------|------------------------|---|
| Pilot-In-Command | Age - 35 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| COMMERCIAL | Current - UNK/NR | Total - 4891 |
| SE LAND,ME LAND | Months Since - UNK/NR | Last 24 Hrs - 0 |
| | Aircraft Type - UNK/NR | Make/Model- 200 |
| | | Instrument- UNK/NR |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 0 |
| | | Multi-Eng - UNK/NR |
| | | Rotorcraft - UNK/NR |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT MADE A VOR APCH TO THE ARPT AND CIRCLED TO LAND WHILE SIMULTANEOUSLY DETERMINING WIND CONDITION. IT WAS RAINING AT THE TIME. A LANDING WAS MADE ON RWY 27. ON TOUCHDOWN, THE PLT STATED, HIS BRAKES WERE INEFFECTIVE. HE DESCRIBED THE RWY AS WET. SINCE IT WAS TOO LATE TO DO A GO AROUND HE DECIDED TO STAY ON THE GROUND. THE ACFT THEN CONTACTED TREES AT THE END OF THE RWY AND THE ACFT NOSED OVER. THE RWY IS 2170 FT LONG WITH A USEABLE LENGTH OF 1730 FT.

Brief of Accident (Continued)

File No. - 1818

9/23/85

MARLBORO,NJ

A/C Reg. No. N210AG

Time (Lc1) - 1530 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - RAIN
2. TERRAIN CONDITION - WET
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. BRAKES(NORMAL) - ATTEMPTED - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - HIGH VEGETATION

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - DOWNHILL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1851 10/12/85 OCEAN CITY,NJ A/C Reg. No. N73SD Time (Lcl) - 1430 EDT

-----Basic Information-----

| | | | | | |
|--|--------------------------------|--------|-----------|---------|--------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage SUBSTANTIAL | Fatal | Injuries | | |
| Type of Operation - PERSONAL | Fire | Crew 0 | Serious 0 | Minor 0 | None 1 |
| Flight Conducted Under -14 CFR 91 | NONE | Pass 0 | 0 | 0 | 1 |
| Accident Occurred During -DESCENT | | | | | |

-----Aircraft Information-----

| | | |
|-------------------------------------|--|----------------------------------|
| Make/Model - MOONEY M20C | Eng Make/Model - LYCOMING O-360-A1D | ELT Installed/Activated - YES/NO |
| Landing Gear - TRICYCLE-RETRACTABLE | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 2575 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 4 | Rated Power - 180 HP | |

-----Environment/Operations Information-----

| | | |
|---------------------------------------|--------------------------------------|---------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - FSS | Last Departure Point | OFF AIRPORT/STRIP |
| Method - IN PERSON | MEDFORD,NJ | |
| Completeness - FULL | Destination | Airport Data |
| Basic Weather - VMC | OCEAN CITY,NJ | OCEAN CITY |
| Wind Dir/Speed- 090/009 KTS | ATC/Airspace | Runway Ident - 24 |
| Visibility - 20.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - 3000/ 60 |
| Lowest Sky/Clouds - 2800 FT SCATTERED | Type of Clearance - TRAFFIC ADVISORY | Runway Surface - ASPHALT |
| Lowest Ceiling - 21000 FT BROKEN | Type Apch/Lndg - TRAFFIC PATTERN | Runway Status - DRY |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

-----Personnel Information-----

| | | |
|--------------------------|------------------------|---|
| Pilot-In-Command | Age - 56 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - 929 |
| SE LAND | Months Since - 18 | Last 24 Hrs - 1 |
| | Aircraft Type - M20C | Make/Model- 150 |
| | | Instrument- 12 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 17 |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A BIRD WHILE DESCENDING FOR AN APCH TO LANDING AT OCEAN CITY. SUBSTANTIAL DAMAGE RESULTED TO THE RIGHT HORIZONTAL STABILIZER. THE PLT WAS ABLE TO MAINTAIN CONTROL OF THE ACFT WITH DIFFICULTY. A SUCCESSFUL LANDING WAS ACCOMPLISHED.

Brief of Accident (Continued)

File No. - 1851

10/12/85

OCEAN CITY,NJ

A/C Reg. No. N73SD

Time (Lc1) - 1430 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT

Finding(s)

1. OBJECT - BIRD(S)
2. REMEDIAL ACTION - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1945 1/01/85 EDGEWOOD,NM A/C Reg. No. N5069Q Time (Lcl) - 1200 MST

-----Basic Information-----

| | | | | | |
|--|------------------------------|-------|---------------------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage DESTROYED | Fatal | Injuries Serious | Minor | None |
| Type of Operation -PERSONAL | Fire | 1 | 0 | 0 | 0 |
| Flight Conducted Under -14 CFR 91 | NONE | Pass | 1 | 0 | 0 |
| Accident Occurred During -DESCENT | | | | | |

-----Aircraft Information-----

| | | |
|-------------------------------------|--|----------------------------------|
| Make/Model - CESSNA 310N | Eng Make/Model - CONTINENTAL ID-470-V0 | ELT Installed/Activated - YES/NO |
| Landing Gear - TRICYCLE-RETRACTABLE | Number Engines - 2 | Stall Warning System - YES |
| Max Gross Wt - 5200 | Engine Type - RECIP-FUEL INJECTED | |
| No. of Seats - 6 | Rated Power - 310 HP | |

-----Environment/Operations Information-----

| | | |
|---------------------------------------|----------------------------|----------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - FSS | Last Departure Point | OFF AIRPORT/STRIP |
| Method - TELEPHONE | LAKE HAVASU CIT,AZ | |
| Completeness - FULL | Destination | Airport Data |
| Basic Weather - IMC | GREELEY,CO | Runway Ident - N/A |
| Wind Dir/Speed- 130/006 KTS | ATC/Airspace | Runway Lth/Wid - N/A |
| Visibility - 10.0 SM | Type of Flight Plan - NONE | Runway Surface - N/A |
| Lowest Sky/Clouds - CLEAR | Type of Clearance - NONE | Runway Status - N/A |
| Lowest Ceiling - 800 FT OVERCAST | Type Apch/Lndg - UNK/NR | |
| Obstructions to Vision- BLOWING SPRAY | | |
| Precipitation - SNOW | | |
| Condition of Light - DAYLIGHT | | |

-----Personnel Information-----

| | | |
|--------------------------|-------------------------|---|
| Pilot-In-Command | Age - 47 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - 3087 |
| SE LAND | Months Since - 6 | Last 24 Hrs - UNK/NR |
| | Aircraft Type - PA28161 | Make/Model- 23 |
| | | Last 30 Days- UNK/NR |
| | | Instrument- 27 |
| | | Last 90 Days- 139 |
| | | Multi-Eng - 787 |

Instrument Rating(s) - NONE

-----Narrative-----

THE PVT RATED PILOT DID NOT HOLD A MULTIENGINE OR INSTRUMENT RATING. THE PILOT AND PASSENGER WERE RETURNING FROM VACATION. A WITNESS NEAR THE ACCIDENT SITE STATED THAT SHE SAW THE AIRCRAFT DESCEND OUT OF A LOW OVER LAST AT A VERY STEEP NOSE DOWN ANGLE. THE AIRCRAFT BEGAN TO CLIMB BUT THEN PITCHED DOWN AND SPUN TO THE GND. EXAMINATION OF THE AIRCRAFT WRECKAGE REVEALED THAT LEFT AND RIGHT HORIZONTAL STABILIZER, THE ELEVATORS AND THE RUDDER HAD SEPERATED IN-FLIGHT. EXAMINATION OF THE FAILED COMPONENTS REVEALED EVIDENCE THAT WAS INDICATIVE OF OVERSTRESS DUE TO AERODYNAMIC OVERLOAD.

Brief of Accident (Continued)

File No. - 1945

1/01/85

EDGEWOOD,NM

A/C Reg. No. N5069Q

Time (Lc1) - 1200 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. WEATHER CONDITION - CLOUDS
 4. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 6. WEATHER CONDITION - LOW CEILING
 7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 8. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT

Finding(s)

10. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 11. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
 12. HORIZONTAL STABILIZER ATTACHMENT - OVERLOAD
 13. HORIZONTAL STABILIZER SURFACE - SEPARATION
 14. FLIGHT CONTROL, ELEVATOR - SEPARATION
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

15. TERRAIN CONDITION - SNOW COVERED
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,8,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1947 7/31/85 CLOVIS, NM A/C Reg. No. N2232R Time (Lcl) - 2123 MDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
IN FLIGHT

| | Fatal | Serious | Minor | None |
|------|-------|---------|-------|------|
| Crew | 0 | 0 | 0 | 1 |
| Pass | 0 | 0 | 0 | 1 |

-----Aircraft Information-----

Make/Model - PIPER PA-28RT-201T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL TX10-360-FBI ELT Installed/Activated - YES/YES
Number Engines - 1 Stall Warning System - YES
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 330/003 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 4500 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

ALBUQUERQUE, NM

Destination

LUBBOCK, TX

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

CLOVIS MUNICIPAL

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 - 33

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 258 Last 24 Hrs - 3

Make/Model- 26 Last 30 Days- UNK/NR

Instrument- 52 Last 90 Days- 86

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE IN LEVEL CRUISE FLIGHT AT 17,000 FT, PILOT NOTICED SOUND CHANGE IN CABIN. ALL INSTRUMENT READINGS WERE NORMAL WITH THE EXCEPTION OF MANIFOLD PRESSURE DROP FROM 32 TO 25 INCHES. ENGINE BEGAN TO SPUTTER AND RUN ROUGH. OIL PRESSURE WARNING LIGHT BLINKED AND OIL PRESSURE FELL. PILOT SAW FIRE AROUND COWL VENTS. OIL COVERED WINDSHIELD MADE FORWARD VISIBILITY IMPOSSIBLE. PILOT MADE SUCCESSFUL FORCED LANDING IN OPEN FIELD. ENGINE DISASSEMBLY REVEALED NO.2 FUEL NOZZLE FLOWING LEAN, NO. 2 PISTON BURNED, AND EVIDENCE OF CRANK SHAFT OIL STARVATION.

Brief of Accident (Continued)

File No. - 1947

7/31/85

CLOVIS,NM

A/C Reg. No. N2232R

Time (Lc1) - 2123 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,PISTON - BURNED
 2. FLUID,OIL - STARVATION
-

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 - OPEN FIELD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1946 8/23/85 ANGEL FIRE,NM A/C Reg. No. N25AB Time (Lcl) - 0645 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
1
2

-----Aircraft Information-----

Make/Model - BEECH V35B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-BA
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 5000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
AMARILLO, TX
Destination
ANGEL FIRE, NM

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

EAGLE NEST
Runway Ident - 17
Runway Lth/Wid - 6700/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 727
Make/Model- 76
Instrument- 0
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 102

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH THE GROUND OFF TO THE SIDE OF THE RUNWAY DURING A GO AROUND. THE PILOT HAD RETRACTED THE FLAPS AND GEAR PRIOR TO GROUND CONTACT. THE PILOT SAID HE SHOULD NOT HAVE RETRACTED THE FLAPS TO THE FULL UP POSITION.

Brief of Accident (Continued)

File No. - 1946

8/23/85

ANGEL FIRE, NM

A/C Reg. No. N25AB

Time (Lc1) - 0645 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND
 3. WEATHER CONDITION -
 4. STALL/MUSH - NOT CORRECTED - 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) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1848 8/26/85 RENO,NV A/C Reg. No. N5545N Time (Lc1) - 0605 PDT

-----Basic Information-----

| | | | | | |
|--|--------------------------------|--------|---------------------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage SUBSTANTIAL | Fatal | Injuries Serious | Minor | None |
| Type of Operation -PERSONAL | Fire | Crew 0 | 0 | 0 | 1 |
| Flight Conducted Under -14 CFR 91 | NONE | Pass 0 | 0 | 0 | 1 |
| Accident Occurred During -LANDING | | | | | |

-----Aircraft Information-----

| | | |
|-------------------------------|--|-----------------------------------|
| Make/Model - CESSNA 182R | Eng Make/Model - CONTINENTAL O-470-U | ELT Installed/Activated - YES/YES |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 3100 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 4 | Rated Power - 230 HP | |

-----Environment/Operations Information-----

| | | |
|-------------------------------------|---------------------------------|----------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | OFF AIRPORT/STRIP |
| Method - N/A | RENO,NV | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | LOCAL | Runway Ident - N/A |
| Wind Dir/Speed- CALM | ATC/Airspace | Runway Lth/Wid - N/A |
| Visibility - 50.0 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 - 22 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| STUDENT | Current - N/A | Total - 54 |
| | Months Since - N/A | Last 24 Hrs - 1 |
| | Aircraft Type - N/A | Make/Model- 2 |
| | | Last 30 Days- UNK/NR |
| | | Instrument- 0 |
| | | Last 90 Days- 3 |

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT HAD ONLY 1.9 HOURS OF FLT TIME IN THE CESSNA 182R AND A TTL PIC TIME OF 6.6 HRS. AFTER PRACTICING TURNS AROUND A POINT AT 800 FT AGL A CLIMB WAS INITIATED. THE ACFT WAS UNABLE TO CLEAR THE RISING TERRAIN DUE TO A DENSITY ALT OF APRX 8200 FT. THE PLT STATED THE ACFT MUSHED ONTO THE SIDE OF A MOUNTAIN DURING THE FORCED LANDING.

Brief of Accident (Continued)

File No. - 1848

8/26/85

RENO,NV

A/C Reg. No. N5545N

Time (Lc1) - 0605 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUGHDOWN

Finding(s)

1. TERRAIN CONDITION - RISING
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
6. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - DETERIORATED
7. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
8. CLEARANCE - NOT OBTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,6,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1825

9/04/85

YERINGTON, NV

A/C Reg. No. N3635G

Time (Lcl) - 1440 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 - STOLT-ADAMS STARDUSTER SA101

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 800

No. of Seats - 1

Eng Make/Model - LYCOMING O-290

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 130 HP

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- 190/005 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg. - FULL STOP

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

YERINGTON MUNICIPAL

Runway Ident - 01

Runway Lth/Wid - 3921/ 75

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 53

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1201

Make/Model- 101

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 0

Last 30 Days- 0

Last 90 Days- 0

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ATTEMPTING TO LAND THE PLT ALLOWED THE ACFT TO BECOME TOO LOW ON SHORT FINAL. THE PLT DID NOT ADD PWR SOON ENOUGH AND AN UNDERSHOOT OCCURRED.

Brief of Accident (Continued)

File No. - 1825

9/04/85

YERINGTON, NV

A/C Reg. No. N3635G

Time (Lc1) - 1440 PDT

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND
2. THROTTLE/POWER CONTROL - DELAYED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1823

9/24/85

FERNLY, NV

A/C Reg. No. N52202

Time (Lc1) - 1830 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

Fatal
0
0

Serious
0
0

Minor
1
0

None
0
0

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
RENO, NV
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 23
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 141
Make/Model- 17
Instrument- 5
Multi-Eng - 9
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 29
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT'S WINDSCREEN WAS STRUCK BY A BIRD AND WAS BLOWN OUT INJURING THE PLT. THE PLT HAD DIFFICULTY KEEPING THE ACFT AIRBORNE AND A FORCED LANDING WAS MADE. THE ACFT NOSED OVER DURING THE LANDING ROLLOUT ON SOFT TERRAIN.

Brief of Accident (Continued)

File No. - 1823

9/24/85

FERNLY,NV

A/C Reg. No. N52202

Time (Lcl) - 1830 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)

1. LIGHT CONDITION - DUSK
2. OBJECT - BIRD(S)
3. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - PENETRATED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1956 10/08/85 CALLVILLE BAY,NV A/C Reg. No. N1585V Time (Lc1) - 1913 PST

-----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 | ON GROUND | Pass | 1 | Serious | Minor | None |
| Accident Occurred During -MANEUVERING | | | 2 | 0 | 0 | 0 |

-----Aircraft Information-----

| | | |
|-------------------------------|--|----------------------------------|
| Make/Model - CESSNA 172 M | Eng Make/Model - LYCOMING O-320-E2D | ELT Installed/Activated - YES/NO |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 2300 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 4 | Rated Power - 150 HP | |

-----Environment/Operations Information-----

| | | |
|-------------------------------------|----------------------------|----------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | OFF AIRPORT/STRIP |
| Method - N/A | LAS VEGAS,NV | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | LOCAL | |
| Wind Dir/Speed- 025 KTS | ATC/Airspace | Runway Ident - N/A |
| Visibility - 15.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - N/A |
| Lowest Sky/Clouds - THIN OVC | 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 - NIGHT(DARK) | | |

-----Personnel Information-----

| | | |
|--------------------------|------------------------|--|
| Pilot-In-Command | Age - 18 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - 100 |
| SE LAND | Months Since - 4 | Make/Model- 12 |
| | Aircraft Type - 152 | Instrument- 3 |
| | | Last 24 Hrs - 1 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 55 |

Instrument Rating(s) - NONE

-----Narrative-----

NEW PVT PLT WITH TWO PAX ON BOARD WAS OBSERVED MAKING SEVERAL LOW LEVEL PASSES OVER ROAD IN A CANYON IN DARK. ON LAST PASS ACFT WING TIP HIT POWER POLE BELOW CROSS-BAR, ROLLED INVERTED, CRASHED AND BURNED.

Brief of Accident (Continued)

File No. - 1956

10/08/85

CALLVILLE BAY, NV

A/C Reg. No. N1585V

Time (Lc1) - 1913 PST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - MISJUDGED - PILOT IN COMMAND
 2. BUZZING - 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. - 1954 10/12/85 PANACA,NV A/C Reg. No. N35533 Time (Lcl) - 1830 PDT

-----Basic Information-----

| | | | | | | | |
|----------------------------|-------------------------------|-----------------|------|-------|---------|-------|------|
| Type Operating Certificate | -ON-DEMAND AIR TAXI | Aircraft Damage | | | | | |
| Name of Carrier | -COMMERCIAL AIR CHARTER | SUBSTANTIAL | | Fatal | Serious | Minor | None |
| Type of Operation | -NON SCHED,DOMESTIC,PASSENGER | Fire | Crew | 0 | 0 | 1 | 0 |
| Flight Conducted Under | -14 CFR 135 | NONE | Pass | 0 | 0 | 2 | 0 |
| Accident Occurred During | -LANDING | | | | | | |

-----Aircraft Information-----

| | | | | | |
|--------------|------------------------|----------------|-------------------------|-------------------------|-----------|
| Make/Model | - PIPER PA-31-350 | Eng Make/Model | - LYCOMING TIO-540-J2BD | ELT Installed/Activated | - YES/YES |
| Landing Gear | - TRICYCLE-RETRACTABLE | Number Engines | - 2 | Stall Warning System | - YES |
| Max Gross Wt | - 7800 | Engine Type | - RECIP-FUEL INJECTED | | |
| No. of Seats | - 10 | Rated Power | - 350 HP | | |

-----Environment/Operations Information-----

| | | | |
|------------------------|----------------------|-------------------|---------|
| Weather Data | Itinerary | Airport Proximity | |
| Wx Briefing | - FSS | OFF AIRPORT/STRIP | |
| Method | - TELEPHONE | | |
| Completeness | - FULL | Airport Data | |
| Basic Weather | - VMC | Runway Ident | - N/A |
| Wind Dir/Speed | - 180/005 KTS | Runway Lth/Wid | - N/A |
| Visibility | - 25.0 SM | Runway Surface | - DIRT |
| Lowest Sky/Clouds | - 10500 FT SCATTERED | Runway Status | - ROUGH |
| Lowest Ceiling | - 12000 FT OVERCAST | | |
| Obstructions to Vision | - NONE | | |
| Precipitation | - NONE | | |
| Condition of Light | - DUSK | | |

| | | |
|-------------------|---------------------|--------|
| ATC/Airspace | Type of Flight Plan | - NONE |
| Type of Clearance | - NONE | |
| Type Apch/Lndg | - FORCED LANDING | |

-----Personnel Information-----

| | | | | |
|--------------------------|------------------------|---------|---------------------|----------------------------------|
| Pilot-In-Command | Age | - 44 | Medical Certificate | - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | | Flight Time (Hours) | |
| ATP | Current | - YES | Total | - 14000 |
| SE LAND,ME LAND | Months Since | - 1 | Make/Model | - 1402 |
| | Aircraft Type | - PA-31 | Instrument | - 6618 |
| | | | Multi-Eng | - 9965 |
| | | | Last 24 Hrs | - 4 |
| | | | Last 30 Days | - UNK/NR |
| | | | Last 90 Days | - 169 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A FORCED LANDING ONTO ROUGH TERRAIN WAS MADE DUE TO FUEL EXHAUSTION.

Brief of Accident (Continued)

File No. - 1954

10/12/85

PANACA,NV

A/C Reg. No. N35533

Time (Lc1) - 1830 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation CRUISE

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1964 10/30/85 N.BATTLE MOUN.,NV A/C Reg. No. N5051C Time (Lcl) - 0930 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED

Fire
NONE

| | Injuries | | | |
|------|----------|---------|-------|------|
| | Fatal | Serious | Minor | None |
| Crew | 1 | 0 | 0 | 0 |
| Pass | 0 | 0 | 0 | 0 |

-----Aircraft Information-----

Make/Model - BELLANCA 7GCBC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2D
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- CALMABLE
Visibility - 40.0 SM
Lowest Sky/Clouds - 7000 FT THIN BKN
Lowest Ceiling - 20000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
RENO,NV

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 - 32
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - 7GCBC

Medical Certificate - EXPIRED

| | Flight Time (Hours) | |
|-------------|---------------------|----------------------|
| Total | 120 | Last 24 Hrs - 5 |
| Make/Model- | 100 | Last 30 Days- UNK/NR |
| Instrument- | 5 | Last 90 Days- UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT IMPACTED THE GROUND AFTER ATTEMPTING AN AEROBATTIC MANEUVER AT ABOUT 300 FEET AGL. SEVERAL WITNESSES OBSERVED THE AIRCRAFT ENTER A LOOP OR CLIMBING ROLL AND DIVE INTO THE GROUND. NO EVIDENCE OF FAILURE OR MALFUNCTION OF THE AIRCRAFT WAS FOUND DURING THE INVESTIGATION. MOST, IF NOT ALL OF THE PILOTS FLYING TIME HAD BEEN IN THIS AIRCRAFT.

Brief of Accident (Continued)

File No. - 1964

10/30/85

N.BATTLE MOUN.,NV

A/C Reg. No. N5051C

Time (Lc1) - 0930 PST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
 2. JUDGEMENT - NOT USED - PILOT IN COMMAND
 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 4. CLEARANCE - INACCURATE - 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. - 1962 11/26/85 CARSON CITY,NV A/C Reg. No. N9893M Time (Lcl) - 0845 PST

-----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 |
| Flight Conducted Under -14 CFR 91 | NONE | Pass | 0 | 1 | 0 |
| Accident Occurred During -DESCENT | | | | | |

-----Aircraft Information-----

| | | |
|-------------------------------|--|-----------------------------------|
| Make/Model - CESSNA 182P II | Eng Make/Model - CONTINENTAL O-470-R | ELT Installed/Activated - YES/YES |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - UNK/NR |
| Max Gross Wt - 2950 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 4 | Rated Power - 230 HP | |

-----Environment/Operations Information-----

| | | |
|-------------------------------------|----------------------------|----------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | OFF AIRPORT/STRIP |
| Method - N/A | CARSON CITY,NV | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | WINNEMUCCA,NV | |
| Wind Dir/Speed- CALM | ATC/Airspace | Runway Ident - N/A |
| Visibility - 50.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - N/A |
| Lowest Sky/Clouds - CLEAR | Type of Clearance - NONE | Runway Surface - N/A |
| Lowest Ceiling - NONE | Type Apch/Lndg - NONE | Runway Status - N/A |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

-----Personnel Information-----

| | | |
|--------------------------|------------------------|--|
| Pilot-In-Command | Age - 49 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - 852 |
| SE LAND | Months Since - 1 | Make/Model- 805 |
| | Aircraft Type - UNK/NR | Instrument- UNK/NR |
| | | Multi-Eng - 8 |
| | | Last 24 Hrs - UNK/NR |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 2 |
| | | Rotorcraft - UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

PLT ATTEMPTED TAKEOFF WITH AT LEAST ONE-HALF INCH OF FROST AND ICE ON UPPER SURFACES OF ACFT. ACFT BECAME AIRBORNE NEAR END OF 5900-FT RUNWAY IN EXTREME NOSE-HIGH ATTITUDE, STALLED AND NOSE DROPPED TO GROUND CONTACT. ACFT SKIDDED THROUGH PERIMETER FENCE AND ACROSS PERIMETER ROAD. PROPELLERCONDITION AND PROP STRIKES ON ROAD INDICATED ENGINE OPERATING AT HIGH POWER.

Brief of Accident (Continued)

File No. - 1962

11/26/85

CARSON CITY, NV

A/C Reg. No. N9893M

Time (Lc1) - 0845 PST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
3. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - DETERIORATED
4. ROTATION - EXCESSIVE - PILOT IN COMMAND
5. STALL/MUSH - UNCONTROLLED -

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1935 6/02/85 MIDDLETOWN,NY A/C Reg. No. N9JK Time (Lcl) - 1530 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| | Fatal | Serious | Minor | None |
|----------|-------|---------|-------|------|
| Injuries | | | | |
| Crew | 0 | 0 | 0 | 1 |
| Pass | 0 | 0 | 0 | 0 |

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - SCHWEIZER SGS-1-35
Landing Gear - SKI/WHEEL
Max Gross Wt - 930
No. of Seats - 1

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - UNK/NR
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/010 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MIDDLETOWN,NY
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

RANDALL
Runway Ident - 06
Runway Lth/Wid - 3000
Runway Surface - CONCRETE
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE,COMMERCIAL
SE LAND

Age - 61

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

| | | | |
|-------------|--------|---------------|----------|
| Total | - 946 | Last 24 Hrs | - UNK/NR |
| Make/Model- | UNK/NR | Last 30 Days- | UNK/NR |
| Instrument- | 25 | Last 90 Days- | UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED OFF THE ARPT AFTER THE PLT LOST ALT IN A SPIN. THE PLT WAS AFRAID THAT THE GLIDER WOULD LAND SHORT IN TREES SO HE LANDED ON A HIGHWAY. THE HARD LNDG DAMAGED THE ACFT.

Brief of Accident (Continued)

File No. - 1935

6/02/85

MIDDLETOWN, NY

A/C Reg. No. N9JK

Time (Lc1) - 1530 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AIRSPEED - IMPROPER - PILOT IN COMMAND
 2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1975 6/21/85 SPRING VALLEY,NY A/C Reg. No. N109MD Time (Lcl) - 0045 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Serious
0
0

Minor
1
0

None
0
0

-----Aircraft Information-----

Make/Model - CESSNA R-182RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-U
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 360/005 KTS
Visibility - 1.000 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
NEWBURG,NY
Destination
SPRING VALLEY,NY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

RAMAPO VALLEY
Runway Ident - 26
Runway Lth/Wid - 2185/ 50
Runway Surface - MACADAM
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 55

Biennial Flight Review

Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 355 Last 24 Hrs - 0
Make/Model- 85 Last 30 Days- UNK/NR
Instrument- 30 Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE FINAL APPROACH TO RUNWAY 25, THE AIRCRAFT ENCOUNTERED A DOWNDRAFT AND BEGAN TO DESCEND, THE PILOT ADDED POWER BUT BUT UNABLE TO RECOVER PRIOR TO THE AIRCRAFT CONTACTING THE TREES.

Brief of Accident (Continued)

File No. - 1975

6/21/85

SPRING VALLEY, NY

A/C Reg. No. N109MD

Time (Lcl) - 0045 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
 2. DESCENT - EXCESSIVE - PILOT IN COMMAND
 3. VFR PROCEDURES - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. OBJECT - TREE(S)
 5. DESCENT - EXCESSIVE - PILOT IN COMMAND
 6. CLEARANCE - NOT OBTAINED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1978 8/24/85 RONKONKOMA, NY A/C Reg. No. N90773 Time (Lcl) - 0858 EDT

-----Basic Information-----

| | | | | | |
|--|--------------------------------|-------|---------------------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage SUBSTANTIAL | Fatal | Injuries Serious | Minor | None |
| Type of Operation -INSTRUCTIONAL | Fire | 0 | 0 | 0 | 2 |
| Flight Conducted Under -14 CFR 91 | NONE | 0 | 0 | 0 | 0 |
| Accident Occurred During -LANDING | | | | | |

-----Aircraft Information-----

| | | | |
|---|-------------------------------------|------------------------------|------|
| Make/Model - ROBINSON HELICOPTER COMP R22 | Eng Make/Model - LYCOMING O-320-B2C | ELT Installed/Activated - NO | -N/A |
| Landing Gear - SKID | Number Engines - 1 | Stall Warning System - NO | |
| Max Gross Wt - 1262 | Engine Type - UNK/NR | | |
| No. of Seats - 2 | Rated Power - 160 HP | | |

-----Environment/Operations Information-----

| | | |
|-------------------------------------|-----------------------------------|---------------------------------|
| Weather Data | Itinerary | Airport Proximity ON AIRPORT |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point ISLIP, NY | Airport Data |
| Method - N/A | Destination SAME AS ACC/INC | ISLIP MACARTHUR |
| Completeness - N/A | ATC/Airspace | Runway Ident - UNK/NR |
| Basic Weather - VMC | Type of Flight Plan - NONE | Runway Lth/Wid - UNK/NR |
| Wind Dir/Speed- 210/007 KTS | Type of Clearance - NONE | Runway Surface - GRASS/TURF |
| Visibility - 15.0 SM | Type Apch/Lndg - NONE | Runway Status - DRY |
| Lowest Sky/Clouds - CLEAR | | |
| Lowest Ceiling - NONE | | |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

-----Personnel Information-----

| | | |
|--------------------------|------------------------|--|
| Pilot-In-Command | Age - 25 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| COMMERCIAL, CFI | Current - YES | Total - 418 |
| | Months Since - 3 | Last 24 Hrs - 5 |
| HELICOPTER | Aircraft Type - R-22 | Make/Model- 382 |
| | | Last 30 Days- 40 |
| | | Instrument- 0 |
| | | Last 90 Days- 112 |
| | | Rotorcraft - 382 |

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL TRAINING FLIGHT THE STUDENT WAS ATTEMPTING A LIFT OFF AND BEGAN TO DRIFT TO THE LEFT. THE STUDENTS CONTROL INPUT WAS TO THE LEFT AGGRAVATING THE SITUATION. THE INSTRUCTOR TOOK CONTROL OF THE AIRCRAFT HOWEVER THE ROLL OVER HAD PROGRESSED TO AN UNCONTROLLABLE POSITION.

Brief of Accident (Continued)

File No. - 1978

8/24/85

RONKONKOMA,NY

A/C Reg. No. N90773

Time (Lcl) - 0858 EDT

Occurrence ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRCRAFT HANDLING - POOR - DUAL STUDENT
2. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND(CFI)
3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1974 9/29/85 DANSVILLE, NY A/C Reg. No. N6135P Time (Lcl) - 1435 EDT

-----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 | ON GROUND | Pass | 0 | 0 | 0 |
| Accident Occurred During -LANDING | | | 0 | 0 | 0 |
| | | | | | None |
| | | | | | 1 |
| | | | | | 1 |

-----Aircraft Information-----

| | | |
|------------------------------------|---|---------------------------------------|
| Make/Model - CESSNA 152 | Eng Make/Model - LYCOMING O-235-L2C | ELT Installed/Activated - UNK/NR |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - UNK/NR |
| Max Gross Wt - 1670 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 2 | Rated Power - 110 HP | |

-----Environment/Operations Information-----

| | | |
|---|---------------------------------------|---------------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | ON AIRPORT |
| Method - N/A | GENESEE, NY | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | DANSVILLE, NY | DANSVILLE |
| Wind Dir/Speed- 190/007 KTS | ATC/Airspace | Runway Ident - 14 |
| Visibility - 15.0 SM | Type of Flight Plan - VFR | Runway Lth/Wid - 4000/ 100 |
| Lowest Sky/Clouds - 25000 FT SCATTERED | Type of Clearance - NONE | Runway Surface - ASPHALT |
| Lowest Ceiling - NONE | Type Apch/Lndg - TRAFFIC PATTERN | Runway Status - DRY |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

-----Personnel Information-----

| | | |
|--------------------------|-----------------------------|--|
| Pilot-In-Command | Age - 43 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - 55 |
| SE LAND | Months Since - UNK/NR | Last 24 Hrs - 0 |
| | Aircraft Type - UNK/NR | Make/Model- 55 |
| | | Last 30 Days- UNK/NR |
| | | Instrument- 0 |
| | | Last 90 Days- 15 |

Instrument Rating(s) - NONE

-----Narrative-----

CESSNA 152,N6135P,ON FLIGHT PLAN BATAVIA, NEW YORK, LANDED HARD AT DANSVILLE COUNTY AIRPORT AND COLLAPSED THE NOSE GEAR. THE AIRCRAFT WAS DESTROYED BY FIRE, THE PILOT AND ONE PASSENGER WERE UNJURED.

Brief of Accident (Continued)

File No. - 1974

9/29/85

DANSVILLE, NY

A/C Reg. No. N6135P

Time (Lc1) - 1435 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. LANDING GEAR, NOSE GEAR - OVERLOAD
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #3 FIRE
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1827 9/17/85 PACIFIC OCEAN, A/C Reg. No. N2160L Time (Lcl) - 1204 PDT

-----Basic Information-----

| | | | | | | | | |
|--|---------------------|------|------|-------|----------|-------|------|--|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage | | | | | | | |
| | DESTROYED | | | | | | | |
| Type of Operation | -AERIAL OBSERVATION | Fire | Crew | Fatal | Injuries | | | |
| Flight Conducted Under | -14 CFR 91 | NONE | Pass | 0 | Serious | Minor | None | |
| Accident Occurred During | -LANDING | | | 0 | 1 | 0 | 0 | |

-----Aircraft Information-----

| | | | | | |
|--------------|-------------------|----------------|-------------------|-------------------------|----------|
| Make/Model | - BELL 206B | Eng Make/Model | - ALLISON 250-C20 | ELT Installed/Activated | - YES/NO |
| Landing Gear | - EMERGENCY FLOAT | Number Engines | - 1 | Stall Warning System | - NO |
| Max Gross Wt | - 3200 | Engine Type | - TURBOSHAFT | | |
| No. of Seats | - UNK/NR | Rated Power | - 317 HP | | |

-----Environment/Operations Information-----

| | | | |
|------------------------|-------------------------|----------------------|-------|
| Weather Data | Itinerary | Airport Proximity | |
| Wx Briefing | - NO RECORD OF BRIEFING | Last Departure Point | |
| Method | - N/A | FISHING VESSEL | |
| Completeness | - N/A | Destination | |
| Basic Weather | - VMC | LOCAL | |
| Wind Dir/Speed | - 360/020 KTS | Runway Ident | - N/A |
| Visibility | - 15.0 SM | Runway Lth/Wid | - N/A |
| Lowest Sky/Clouds | - CLEAR | Runway Surface | - N/A |
| Lowest Ceiling | - NONE | Runway Status | - N/A |
| Obstructions to Vision | - NONE | | |
| Precipitation | - NONE | | |
| Condition of Light | - DAYLIGHT | | |

-----Personnel Information-----

| | | | |
|--------------------------|------------------------|---------------------|----------------------------------|
| Pilot-In-Command | Age - 43 | Medical Certificate | - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) | |
| COMMERCIAL | Current - YES | Total | - 13630 |
| SE LAND, ME LAND | Months Since - 4 | Make/Model | - 11500 |
| HELICOPTER | Aircraft Type - UNK/NR | Instrument | - 950 |
| | | Multi-Eng | - 1030 |
| | | Last 24 Hrs | - 2 |
| | | Last 30 Days | - 48 |
| | | Last 90 Days | - 48 |
| | | Rotorcraft | - 11500 |

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER EXPERIENCED A LOSS OF PWR WITHIN 10 MINUTES AFTER TAKEOFF FROM A FISHING VESSEL. THE HELICOPTER WAS DITCHED IN THE OCEAN AT COORDINATES 11.25'N AND 103.37'W. EXAMINATION OF FUEL SAMPLES FROM THE FISHING VESSEL REVEALED BOTH UPPER AND LOWER FUEL FILTERS WERE HEAVILY CONTAMINATED WITH WATER AND OTHER FOREIGN MATERIAL. ROUGH SEAS WERE REPORTED FOR THE PREVIOUS THREE DAYS.

Brief of Accident (Continued)

File No. - 1827

9/17/85

PACIFIC OCEAN,

A/C Reg. No. N2160L

Time (Lcl) - 1204 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. FLUID,FUEL - CONTAMINATION
 2. REFUELING - INATTENTIVE -
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1875 3/10/85 BARLOW, OH A/C Reg. No. N8778N Time (Lcl) - 1615 EST

-----Basic Information-----

| | | | | | |
|--|------------------------------|--------------|---------------------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage DESTROYED | Fatal | Injuries Serious | Minor | None |
| Type of Operation - PERSONAL | Fire | 0 | 0 | 1 | 0 |
| Flight Conducted Under -14 CFR 91 | NONE | Crew Pass | 0 | 1 | 0 |
| Accident Occurred During -DESCENT | | | | | |

-----Aircraft Information-----

| | | |
|-------------------------------|--|----------------------------------|
| Make/Model - PIPER PA-28-140B | Eng Make/Model - LYCOMING O-320-E2A | ELT Installed/Activated - YES/NO |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 2150 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 4 | Rated Power - 150 HP | |

-----Environment/Operations Information-----

| | | |
|--------------------------------------|---|----------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - FSS | Last Departure Point | OFF AIRPORT/STRIP |
| Method - TELEPHONE | PARKERSBURG, WV | |
| Completeness - WEATHER NOT PERTINENT | Destination | Airport Data |
| Basic Weather - VMC | LOCAL | Runway Ident - N/A |
| Wind Dir/Speed- 240/004 KTS | ATC/Airspace | Runway Lth/Wid - N/A |
| Visibility - 15.0 SM | Type of Flight Plan - NONE | Runway Surface - N/A |
| Lowest Sky/Clouds - CLEAR | Type of Clearance - NONE | Runway Status - N/A |
| Lowest Ceiling - NONE | Type Apch/Lndg.. - SIMULATED FORCED LANDING | |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

-----Personnel Information-----

| | | |
|--------------------------|------------------------|---|
| Pilot-In-Command | Age - 37 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - 484 |
| SE LAND | Months Since - 13 | Last 24 Hrs - 0 |
| | Aircraft Type - PA-28 | Make/Model- 484 |
| | | Last 30 Days- UNK/NR |
| | | Instrument- 2 |
| | | Last 90 Days- 18 |

Instrument Rating(s) - NONE

-----Narrative-----

ACFT OWNER-STUDENT PLT WAS FLYING THE ACFT ACCOMPANIED BY A PVT PLT. DURING A SIMULATED FORCED LANDING APCH THE ACFT STRUCK STATIC LINES ON A HIGH TENSION INSTALLATION AND DESCENDED TO GROUND IMPACTED.

Brief of Accident (Continued)

File No. - 1875

3/10/85

BARLOW,OH

A/C Reg. No. N8778N

Time (Lcl) - 1615 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - WIRE,STATIC
2. IMPROPER USE OF FACILITY,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
3. LIGHT CONDITION - SUNGLARE
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
5. VISUAL LOOKOUT - INADEQUATE - UNQUALIFIED PERSON

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1892 5/29/85 DAYTON, OH

A/C Reg. No. N2079A

Time (Lcl) - 1828 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| | Fatal | Serious | Minor | None |
|----------|-------|---------|-------|------|
| Injuries | | | | |
| Crew | 0 | 1 | 0 | 0 |
| Pass | 0 | 0 | 0 | 3 |

Type of Operation -TEST FLIGHT

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 425

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 6800

No. of Seats - 6

Eng Make/Model - P&W PT6A-112

Number Engines - 2

Engine Type - TURBOPROP

Rated Power - 450 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- 190/003 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 25000 FT

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN
TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

JAMES M. COX DAYTON INTL

Runway Ident - 24L

Runway Lth/Wid - 7000/ 150

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND, ME LAND

Age - 48

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 - 12220 Last 24 Hrs - 3

Make/Model- 11 Last 30 Days- UNK/NR

Instrument- UNK/NR Last 90 Days- UNK/NR

Multi-Eng - 6690 Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT INVOLVED WAS EXPERIMENTALLY CONFIGURED WITH 4-BLADED PROPS AND WAS ON A TEST FLT TO DETERMINE HANDLING CHARACTERISTICS FOLLOWING A THROTTLE CHOP TO IDLE POWER AT 50 FT AGL. THIS MANEUVER HAD BEEN ACCOMPLISHED TWICE ON THE TEST FLT WITHOUT INCIDENT. ON THE THIRD LANDING, THE PLT LATER STATED, THAT HE RETARDED THE THROTTLES MORE BRISKLY THAN ON PREVIOUS APPROACHES. OBSERVERS ON THE PLANE AND ON THE GROUND THEN SAW A YAW AND A WING DROP. THE RIGHT GEAR STRUCK THE RWY FIRST, FOLLOWED BY THE LEFT AND NOSE GEARS. ALL THREE GEAR THEN SHEARED OFF. THE ACFT SLID TO A STOP OFF THE RWY 975 FT FROM INITIAL IMPACT. A POST-ACCIDENT TEARDOWN OF THE PROPS REVEALED NO PREEXISTING MISADJUSTMENTS OR ABNORMALITIES.

Brief of Accident (Continued)

File No. - 1892

5/29/85

DAYTON, OH

A/C Reg. No. N2079A

Time (Lcl) - 1828 EST

Occurrence #1 ABRUPT MANEUVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
2. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1908 8/20/85 WILMINGTON, OH A/C Reg. No. N3074K Time (Lcl) - 1415 EDT

-----Basic Information-----

| | | | | | |
|--|------------------------------|-------|---------------------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage DESTROYED | Fatal | Injuries Serious | Minor | None |
| Type of Operation -AERIAL OBSERVATION | Fire | 1 | 0 | 0 | 0 |
| Flight Conducted Under -14 CFR 91 | NONE | 0 | 0 | 0 | 0 |
| Accident Occurred During -DESCENT | | | | | |

-----Aircraft Information-----

| | | |
|-------------------------------------|---------------------------------------|-----------------------------------|
| Make/Model - PIPER PA-28RT-201 | Eng Make/Model - LYCOMING IO-360-C1C6 | ELT Installed/Activated - YES/YES |
| Landing Gear - TRICYCLE-RETRACTABLE | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 2900 | Engine Type - RECIP-FUEL INJECTED | |
| No. of Seats - 4 | Rated Power - 200 HP | |

-----Environment/Operations Information-----

| | | |
|---------------------------------------|----------------------------|----------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | OFF AIRPORT/STRIP |
| Method - N/A | HARRISON, OH | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | HARRISBURG, PA | Runway Ident - N/A |
| Wind Dir/Speed- CALM | ATC/Airspace | Runway Lth/Wid - N/A |
| Visibility - 15.0 SM | Type of Flight Plan - NONE | Runway Surface - N/A |
| Lowest Sky/Clouds - 4000 FT SCATTERED | Type of Clearance - NONE | Runway Status - N/A |
| Lowest Ceiling - 25000 FT BROKEN | Type Apch/Lndg - NONE | |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

-----Personnel Information-----

| | | |
|--------------------------|------------------------|---|
| Pilot-In-Command | Age - 56 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| COMMERCIAL | Current - YES | Total - 4574 |
| SE LAND, ME LAND | Months Since - 9 | Last 24 Hrs - 9 |
| | Aircraft Type - 172 | Make/Model- 650 |
| | | Last 30 Days- 91 |
| | | Instrument- 131 |
| | | Last 90 Days- 336 |
| | | Multi-Eng - 1041 |
| | | Rotorcraft - UNK/NR |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS FLYING ON A SOUTH CASTERLY HEADING OF APPROXIMATELY 150' AT A LOW ALTITUDE WHEN HE STRUCK A SET OF STATIC LINES AT APPROXIMATELY 170' AGL. THE AIRCRAFT FLIPPED OVER AND HIT THE TERRAIN AT APPROXIMATELY 60, NOSE DOWN IN A STAND OF CORN. THE PILOT WAS FLYING PIPELINE PATROL & MADE AN ENTRY OR HIS FLIGHT LOG AT STATION 16 AT 1414 EDT

Brief of Accident (Continued)

File No. - 1908

8/20/85

WILMINGTON, OH

A/C Reg. No. N3074K

Time (Lc1) - 1415 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1900 9/02/85 GLANDORF, OH A/C Reg. No. N30654 Time (Lcl) - 1615 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 4 |

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 177
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1E6
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 - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 190/008 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds - 4500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GRAND RAPIDS, MI

Destination
MT. VERNON, OH

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 34

Biennial Flight Review

Current - YES

Months Since - 17

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 320

Make/Model- 68

Instrument- 35

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT DURING CRUISE FLT THE PROP PITCH BEGAN TO VARY, OIL PRESSURE DROPPED TO ZERO AND THE ENG BEGAN TO OVERHEAT. A FORCED LANDING ENSUED DURING WHICH THE ACFT CONTACTED A DITCH. POST ACCIDENT EXAMINATION OF THE ENG DISCLOSED THE #3 CYLINDER CONNECTING ROD AND CRANKSHAFT JOURNAL WERE BADLY BURNED AND SCARRED.

Brief of Accident (Continued)

File No. - 1900

9/02/85

GLANDORF, OH

A/C Reg. No. N30654

Time (Lcl) - 1615 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, BEARING - OVERTEMPERATURE
 2. ENGINE ASSEMBLY, CRANKSHAFT - BENT
 3. LUBRICATING SYSTEM - UNDETERMINED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH
-

-----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. - 1822 9/29/85 DELTA,OH A/C Reg. No. N24278 Time (Lc1) - 1805 EDT

-----Basic Information-----

| | | | | | | |
|--|-----------------|--------|----------|-------|------|--|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage | Fatal | Injuries | | | |
| | SUBSTANTIAL | | Serious | Minor | None | |
| Type of Operation -PERSONAL | Fire | Crew 0 | 0 | 0 | 1 | |
| Flight Conducted Under -14 CFR 91 | NONE | Pass 0 | 0 | 0 | 0 | |
| Accident Occurred During -LANDING | | | | | | |

-----Aircraft Information-----

| | | |
|-------------------------------|--|----------------------------------|
| Make/Model - CESSNA 152 | Eng Make/Model - LYCOMING O-235-L2C | ELT Installed/Activated - YES/NO |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 1670 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 2 | Rated Power - 110 HP | |

-----Environment/Operations Information-----

| | | |
|--|----------------------------|-----------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | ON AIRSTRIP |
| Method - N/A | KENTON,OH | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | DELTA,OH | DELTA WINES |
| Wind Dir/Speed- 180/006 KTS | ATC/Airspace | Runway Ident - 27 |
| Visibility - 15.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - 2650/ 150 |
| Lowest Sky/Clouds - 25000 FT SCATTERED | Type of Clearance - NONE | Runway Surface - GRASS/TURF |
| Lowest Ceiling - NONE | Type Apch/Lndg - FULL STOP | Runway Status - WET |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

-----Personnel Information-----

| | | |
|--------------------------|------------------------|--|
| Pilot-In-Command | Age - 32 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - 208 |
| SE LAND | Months Since - 4 | Make/Model- 201 |
| | Aircraft Type - C-152 | Instrument- 10 |
| | | Multi-Eng - 1 |
| | | Last 24 Hrs - 2 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 25 |
| | | Rotorcraft - UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS PERFORMING A SOFT FLD LANDING. WHEN THE NOSE WHEEL SETTLED ONTO THE AIRSTRIP IT DUG INTO THE SOFT TERRAIN, COLLAPSED AND THE ACFT NOSED OVER.

Brief of Accident.(Continued)

File No. - 1822

9/29/85

DELTA,OH

A/C Reg. No. N24278

Time (Lc1) - 1805 EDT

Occurrence #1 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SOFT
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. LANDING GEAR,NOSE GEAR - OVERLOAD
-

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

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1881 10/26/85 ASHLAND, OH A/C Reg. No. N7447G Time (Lcl) - 1330 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

-----Aircraft Information-----

Make/Model - CESSNA 150L
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO

Airport Proximity
ON AIRSTRIP

Airport Data

ASHLAND COUNTY
Runway Ident - 18
Runway Lth/Wid - 3500/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 50
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 15
Make/Model- 15
Instrument- 1
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON HIS SECOND SOLO FLT AFTER HE MADE SIX LANDINGS WITH HIS INSTRUCTOR. ON THE THIRD TOUCH AND GO THE ACFT HIT HARD, BOUNCED, STALLED, AND CONTACTED THE RWY IN A NOSE DOWN ATTITUDE. THE STUDENT PLT ATTEMPTED RECOVERY FROM THE HARD LANDING BY ADDING FULL PWR, RETRACTING THE FLAPS AND ENTERING A STEEP CLIMB. THE ACFT STALLED AT AN ALT OF APRX 25 FT AGL AND DESCENDED TO GROUND IMPACT.

Brief of Accident (Continued)

File No. - 1881

10/26/85

ASHLAND, OH

A/C Reg. No. N7447G

Time (Lcl) - 1330 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - ATTEMPTED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation

Finding(s)

3. GO-AROUND - IMPROPER - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 5. PULL-UP - EXCESSIVE - PILOT IN COMMAND
 6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 7. STALL
-

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) 1,5,6

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. - 1824 4/25/85 AFTON,OK A/C Reg. No. N77HT Time (Lcl) - 1210 CST

-----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 - BEECH A-36 | Eng Make/Model - CONTINENTAL IO-520-BA | ELT Installed/Activated - YES/NO |
| Landing Gear - TRICYCLE-RETRACTABLE | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 3600 | Engine Type - RECIP-FUEL INJECTED | |
| No. of Seats - 6 | Rated Power - 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 | SAME AS ACC/INC | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | TULSA,OK | SHANGRI-LA |
| Wind Dir/Speed- 180/010 KTS | ATC/Airspace | Runway Ident - N/A |
| Visibility - 15.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - N/A |
| Lowest Sky/Clouds - CLEAR | Type of Clearance - NONE | Runway Surface - N/A |
| Lowest Ceiling - NONE | Type Apch/Lndg - FORCED LANDING | Runway Status - N/A |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

-----Personnel Information-----

| | | |
|--------------------------|------------------------|--|
| Pilot-In-Command | Age - 29 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - 1880 |
| SE LAND,ME LAND | Months Since - 23 | Last 24 Hrs - 3 |
| | Aircraft Type - UNK/NR | Make/Model- 1180 |
| | | Instrument- 285 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 121 |
| | | Multi-Eng - 570 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS DITCHED IN 60 TO 80 FT DEEP WATER FOLLOWING A LOSS OF PWR SHORTLY AFTER TAKEOFF. THE PLT WAS PICKED UP BY A BASS BOAT SHORTLY BEFORE THE ACFT SANK. THE ACFT WAS RECOVERED MORE THAN A MONTH LATER AND AN EXAMINATION OF THE ENG WAS NOT PERFORMED.

Brief of Accident (Continued)

File No. - 1824

4/25/85

AFTON,OK

A/C Reg. No. N77HT

Time (Lc1) - 1210 CST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
Phase of Operation LANDING

Finding(s)
2. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1963 5/23/85 NORTH BEND,OR A/C Reg. No. N4871G Time (Lc1) - 1430 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -UNKNOWN

Aircraft Damage
DESTROYED

Fire
UNK/NR

Crew
Pass

| | Fatal | Serious | Minor | None |
|---|-------|---------|-------|------|
| 1 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 150 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - UNK/NR
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ARCATA,CA
Destination
NORTH BEND,OR

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - SPECIAL VFR
Type Apch/Lndg - UNK/NR

Airport Proximity
UNK/NR

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 26
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - 152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

| | Flight Time (Hours) | |
|-------------|---------------------|----------------------|
| Total | 51 | Last 24 Hrs - UNK/NR |
| Make/Model- | 9 | Last 30 Days- UNK/NR |
| Instrument- | 4 | Last 90 Days- 7 |

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT WAS NOT FOUND AS OF FEBRUARY 5, 1986.

Brief of Accident (Continued)

File No. - 1963

5/23/85

NORTH BEND, OR

A/C Reg. No. N4871G

Time (Lc1) - 1430 PDT

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

Brief of Accident

File No. - 1816

8/18/85

INDEPENDENCE, OR

A/C Reg. No. N49282

Time (Lc1) - 1200 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| | | Injuries | | | |
|------|---|----------|---------|-------|------|
| | | Fatal | Serious | Minor | None |
| Crew | 0 | 0 | 0 | 0 | 1 |
| Pass | 0 | 0 | 0 | 0 | 0 |

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - CRUISE

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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

Age - 21
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 63
Make/Model- 3
Instrument- 4
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DESCENDED TO A LOW ALT OVER A RIVER TO LOOK FOR BIRDS. WHILE OVER THE RIVER THE PLT SPOTTED PWR LINES AT AN ALT OF APRX 75 FT AGL. AN ATTEMPT WAS MADE TO FLY UNDER THE LINES, BUT THE TAIL CONTACTED THE WIRES SEVERING APRX 6 INCHES OFF THE TOP PORTION OF THE RUDDER.

Brief of Accident (Continued)

File No. - 1816

8/18/85

INDEPENDENCE, OR

A/C Reg. No. N49282

Time (Lc1) - 1200 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INATTENTIVE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1833 9/16/85 VALE,OR A/C Reg. No. N8291J Time (Lcl) - 1230 MDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

| | | Injuries | | | |
|------|---|----------|---------|-------|------|
| | | Fatal | Serious | Minor | None |
| Crew | 0 | 0 | 0 | 0 | 1 |
| Pass | 0 | 0 | 0 | 0 | 0 |

-----Aircraft Information-----

Make/Model - VARGA 2150A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1817
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2C
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- CALM
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SALEM, ID
Destination
ONTARIO, OR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 23
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 - 56
Make/Model- 11
Instrument- 0
Last 24 Hrs - 5
Last 30 Days- UNK/NR
Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED DOWN AFTER THE NOSE GEAR COLLAPSED DURING A FORCED LANDING ON A DIRT ROAD FOLLOWING A LOSS OF PWR. THE PLT REPORTED THAT APRX 1 HR INTO THE X-COUNTRY FLT HE NOTED THE FUEL GAGES INDICATED 1/2 FULL ON EACH TANK. A STATE TROOPER REPORTED HE CHECKED THE ACFT FUEL TANKS AT THE ACCIDENT SITE AND NO FUEL WAS PRESENT.

Brief of Accident (Continued)

File No. - 1833

9/16/85

VALE,OR

A/C Reg. No. N8291J

Time (Lc1) - 1230 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
 5. TERRAIN CONDITION - SOFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1835 9/22/85 KLAMATH FALLS, OR A/C Reg. No. N8062V Time (Lcl) - 1200 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 - CESSNA 180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 6

Eng Make/Model - CONTINENTAL O-470-R
Number Engines-- 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 100/008 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
RENO, NV
Destination
KLAMATH FALLS, OR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

KINGSLEY
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR-00150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 54
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LOST DIRECTIONAL CONTROL OF THE ACFT FOLLOWING A BOUNCED LANDING. THE ACFT VEERED OFF THE RIGHT SIDE OF THE RWY WHERE IT CONTACTED AN AREA OF TALL GRASS AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1835

9/22/85

KLAMATH FALLS, OR

A/C Reg. No. N8062V

Time (Lc1) - 1200 PDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1828

9/26/85

ONTARIO,OR

A/C Reg. No. N8245D

Time (Lcl) - 1230 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 | 3 |

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - BEECH J35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-C
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 30.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HOMEDALE, ID

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

HELICOPTER

Age - 50

Biennial Flight Review

Current - YES

Months Since - 14

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1003

Make/Model- 751

Instrument- 5

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 21

Rotorcraft - 83

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS FLYING THE ACFT AT A LOW ALT FOR THE PURPOSE OF SPOTTING GAME. THE ENG CEASED OPERATING SHORTLY AFTER SWITCHING FUEL TANKS. THE PLT STATED DURING A TELEPHONE INTERVIEW THAT HE INADVERTENTLY SWITCHED THE FUEL SELECTOR TO THE OFF POSITION. THE ACFT WAS TOO LOW FOR AN EFFECTIVE RESTART AND A FORCED LANDING ENSUED. THE NOSE GEAR COLLAPSED DURING THE LANDING ROLL DUE TO ROUGH TERRAIN.

Brief of Accident (Continued)

File No. - 1828

9/26/85

ONTARIO,OR

A/C Reg. No. N8245D

Time (Lc1) - 1230 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. FLUID,FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1814 10/06/85 MEDFORD, OR A/C Reg. No. N7798X Time (Lcl) - 1630 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

| | | Injuries | | | |
|------|------|----------|---------|-------|------|
| | | Fatal | Serious | Minor | None |
| Fire | Crew | 0 | 0 | 1 | 0 |
| NONE | Pass | 0 | 0 | 1 | 0 |

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - CESSNA 172
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 - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 30.0 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - 14000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GOLD BEACH, OR
Destination
MEDFORD, OR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 54
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED
Flight Time (Hours)
Total - UNK/NR
Make/Model- 3
Instrument- UNK/NR
Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH ROCKY TERRAIN DURING AN ATTEMPTED FORCED LANDING FOLLOWING A LOSS OF PWR. A WITNESS REPORTED SEEING THE ACFT IN A STEEP DESCENDING LEFT TURN AT AN ALT OF APRX 100 FT AGL. THE DESCENT CONTINUED UNTIL THE LEFT WING CONTACTED THE TERRAIN. POST ACCIDENT INSPECTION OF THE ACFT DISCLOSED 1.5 GALLONS OF FUEL REMAINING IN THE RIGHT FUEL TANK. THE LEFT FUEL TANK WAS FOUND EMPTY.

Brief of Accident (Continued)

File No. - 1814

10/06/85

MEDFORD,OR

A/C Reg. No. N7798X

Time (Lc1) - 1630 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

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. - 1968 | 10/11/85 | ONTARIO,OR | A/C Reg. No. N24977 | Time (Lc1) - 1700 PDT | | | | | |
| -----Basic Information----- | | | | | | | | | |
| Type Operating Certificate-NONE (GENERAL AVIATION) | | | Aircraft Damage | Injuries | | | | | |
| | | | SUBSTANTIAL | Fatal | Serious | Minor | None | | |
| Type of Operation | -PERSONAL | | Fire | Crew | 0 | 0 | 0 | 1 | |
| Flight Conducted Under | -14 CFR 91 | | NONE | Pass | 0 | 0 | 0 | 1 | |
| 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 - FSS | | Last Departure Point | | OFF AIRPORT/STRIP | | | | | |
| Method - TELEPHONE | | ALBANY,OR | | | | | | | |
| Completeness - FULL | | Destination | | Airport Data | | | | | |
| Basic Weather - VMC | | ONTARIO,OR | | | | | | | |
| Wind Dir/Speed- 090/015 KTS | | ATC/Airspace | | Runway Ident - N/A | | | | | |
| Visibility - 20.0 SM | | Type of Flight Plan - NONE | | Runway Lth/Wid - N/A | | | | | |
| Lowest Sky/Clouds - 8000 FT SCATTERED | | Type of Clearance - NONE | | Runway Surface - DIRT | | | | | |
| Lowest Ceiling - NONE | | Type Apch/Lndg - FORCED LANDING | | Runway Status - SOFT | | | | | |
| Obstructions to Vision- NONE | | | | ROUGH | | | | | |
| Precipitation - NONE | | | | | | | | | |
| Condition of Light - DAYLIGHT | | | | | | | | | |
| -----Personnel Information----- | | | | | | | | | |
| Pilot-In-Command | | Age - 32 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT | | | | | | |
| Certificate(s)/Rating(s) | | Biennial Flight Review | Flight Time (Hours) | | | | | | |
| PRIVATE | | Current - YES | Total - 654 | Last 24 Hrs - UNK/NR | | | | | |
| SE LAND | | Months Since - 1 | Make/Model- 126 | Last 30 Days- UNK/NR | | | | | |
| | | Aircraft Type - UNK/NR | Instrument- 3 | Last 90 Days- 19 | | | | | |
| | | | Multi-Eng - 3 | | | | | | |
| Instrument Rating(s) - NONE | | | | | | | | | |
| -----Narrative----- | | | | | | | | | |
| A FORCED LANDING OCCURRED DUE TO A TOTAL LOSS OF POWER. LANDING WAS ACCOMPLISHED ONTO A FRESHLY PLOWED POTATO FIELD WHERE SUBSTANTIAL DAMAGE OCCURRED. NO REASON FOR THE LOSS OF POWER COULD BE DETERMINED. | | | | | | | | | |

Brief of Accident (Continued)

File No. - 1968

10/11/85

ONTARIO,OR

A/C Reg. No. N24977

Time (Lc1) - 1700 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----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. - 1951 10/12/85 LEBANON,OR A/C Reg. No. N5790J Time (Lc1) - 1215 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| | Fatal | Serious | Minor | None |
|----------|-------|---------|-------|------|
| Injuries | | | | |
| Crew | 0 | 0 | 0 | 1 |
| Pass | 0 | 0 | 0 | 0 |

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/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- 320/003 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 2000 FT SCATTERED

Lowest Ceiling - 4600 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

EUGENE,OR

Destination

ALBANY,OR

Airport Proximity

ON AIRPORT

Airport Data

ALBANY MUNICIPAL

Runway Ident - 34

Runway Lth/Wid - 3000/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 23

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

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-----

A LOSS OF DIRECTIONAL CONTROL OCCURRED DURING LANDING ROLL. THE ACFT VEERED TO THE RIGHT, STRUCK A DITCH AND THEN NOSED OVER. A HELICOPTER WAS HOVERING TO THE LEFT OF THE LANDING RWY, PROBABLY CAUSING ENOUGH WAKE TURBULENCE TO CAUSE THE LOSS OF DIRECTIONAL CONTROL. LIGHT AND VARIABLE WINDS WERE ALSO PRESENT.

Brief of Accident (Continued)

File No. - 1951

10/12/85

LEBANON,OR

A/C Reg. No. N5790J

Time (Lc1) - 1215 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. WEATHER CONDITION - TURBULENCE
4. PLANNED APPROACH - NOT UNDERSTOOD - PILOT IN COMMAND
5. PROCEDURES/DIRECTIVES - NOT UNDERSTOOD - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,7

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. - 1952 10/14/85 BLY,OR A/C Reg. No. N5837J Time (Lcl) - 1820 PDT

-----Basic Information-----

| | | | | | | |
|--|------------|-----------------|----------|---------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | | Aircraft Damage | Injuries | | | |
| Type of Operation | -BUSINESS | SUBSTANTIAL | Fatal | Serious | Minor | None |
| Flight Conducted Under | -14 CFR 91 | Fire | Crew | 0 | 0 | 0 |
| Accident Occurred During | -LANDING | NONE | Pass | 0 | 0 | 0 |

-----Aircraft Information-----

| | | | | | |
|--------------|------------------|----------------|----------------------------|-------------------------|----------|
| Make/Model | - CESSNA 182P | Eng Make/Model | - CONTINENTAL O-470-R | ELT Installed/Activated | - YES/NO |
| Landing Gear | - TRICYCLE-FIXED | Number Engines | - 1 | Stall Warning System | - YES |
| Max Gross Wt | - 2950 | Engine Type | - RECIPROCATING-CARBURETOR | | |
| No. of Seats | - 4 | Rated Power | - 230 HP | | |

-----Environment/Operations Information-----

| | | |
|--|--|--|
| <p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</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 - DAWN</p> | <p>Itinerary</p> <p>Last Departure Point LAKEVIEW,OR</p> <p>Destination BLY,OR</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p> | <p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data</p> <p>NONE</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - 2600/ 20</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - DRY</p> |
|--|--|--|

-----Personnel Information-----

| | | |
|--|---|---|
| <p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>STUDENT</p> | <p>Age - 59</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p> | <p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1237</p> <p>Make/Model- 181</p> <p>Instrument- 18</p> <p>Multi-Eng - 644</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 5</p> |
|--|---|---|

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRSTRIP WAS ONLY 20 FEET WIDE. THE AIRCRAFT WAS LANDED SLIGHTLY TO THE RIGHT OF THE CENTER. THE AIRCRAFT'S RIGHT MAIN GEAR WENT INTO THE GRAVEL AND THE AIRCRAFT VEERED RIGHT. THE NOSE GEAR THEN STRUCK ROCKS AND COLLAPSED. THE AIRCRAFT THEN NOSED OVER.

Brief of Accident (Continued)

File No. - 1952

10/14/85

BLY,OR

A/C Reg. No. N5837J

Time (Lc1) - 1820 PDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
 3. DIRECTIONAL CONTROL - NOT ATTAINED - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1967 10/16/85 REEDSPORT,OR A/C Reg. No. N67113 Time (Lcl) - 1630 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 | 0 |

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 133
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - HILLER UH-12D
Landing Gear - SKID
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - ALLISON 250-C20
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 305 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- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 3000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
REEDSPORT,OR
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

NONE
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE,COMMERCIAL
SE LAND
HELICOPTER

Age - 36
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

| | | | |
|-------------|---------|---------------|---------|
| Total | - 10000 | Last 24 Hrs | - 3 |
| Make/Model- | 3000 | Last 30 Days- | UNK/NR |
| Instrument- | 100 | Last 90 Days- | 40 |
| | | Rotorcraft | - 10000 |

Instrument Rating(s) - HELICOPTER

-----Narrative-----

A FORCED LANDING DOWNHILL WAS MADE DUE TO A LOSS OF POWER. UPON TOUCHDOWN THE RIGHT SKID BROKE AND THE AIRCRAFT ROLLED ONTO ITS RIGHT SIDE. DURING ENGINE EXAMINATION ONLY 1PINT OF FUEL WAS REMAINING IN THE FUEL TANK. THE ENGINE WAS TEST RUN AND NO MECHANICAL REASON FOR A POWER LOSS COULD BE FOUND.

Brief of Accident (Continued)

File No. - 1967

10/16/85

REEDSPORT,OR

A/C Reg. No. N67113

Time (Lc1) - 1630 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)

1. FLUID,FUEL - EXHAUSTION
 2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - DOWNHILL
 5. TERRAIN CONDITION - NONE SUITABLE
-

Occurrence #4 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #5 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1960 11/24/85 BROOKS,OR A/C Reg. No. N58181 Time (Lc1) - 1400 PST

-----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 - HUGHES 269C
Landing Gear - SKID
Max Gross Wt - 2050
No. of Seats - 3

Eng Make/Model - LYCOMING HIO-360 SER
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 190 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- 360/007 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 4000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ROSEBURG,OR
Destination
PORTLANDE,OR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
HELICOPTER

Age - 46
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 785
Make/Model- 500
Instrument- 0
Last 24 Hrs - 8
Last 30 Days- UNK/NR
Last 90 Days- 120
Rotorcraft - 785

Instrument Rating(s) - NONE

-----Narrative-----

A TOTAL LOSS OF POWER OCCURRED DUE TO THE NUMBER 4 CYLINDER FAILING. A TAIL BOOM STRIKE OCCURRED DURING A HARD LANDING IN A PARKING LOT, SEVERING THE TAIL BOOM.

Brief of Accident (Continued)

File No. - 1960

11/24/85

BROOKS,OR

A/C Reg. No. N58181

Time (Lc1) - 1400 PST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - FAILURE,TOTAL

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1809 6/15/85 ERWINNA, PA A/C Reg. No. N217BG Time (Lc1) - 1330 EDT

-----Basic Information-----

| | | | | | |
|--|--------------------------------|--------|---------------------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage SUBSTANTIAL | Fatal | Injuries Serious | Minor | None |
| Type of Operation - PERSONAL | Fire | Crew 0 | 0 | 0 | 1 |
| Flight Conducted Under - 14 CFR 91 | NONE | Pass 0 | 0 | 0 | 1 |
| Accident Occurred During - LANDING | | | | | |

-----Aircraft Information-----

| | | | |
|------------------------------------|----------------------|------------------------------|------|
| Make/Model - GROB G-103-II AERO | Eng Make/Model - N/A | ELT Installed/Activated - NO | -N/A |
| Landing Gear - TAILWHEEL-ALL FIXED | Number Engines - N/A | Stall Warning System - NO | |
| Max Gross Wt - UNK/NR | Engine Type - N/A | | |
| No. of Seats - 2 | Rated Power - N/A | | |

-----Environment/Operations Information-----

| | | |
|---------------------------------------|---------------------------------|-----------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | OFF AIRPORT/STRIP |
| Method - N/A | ERWINNA, PA | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | LOCAL | Runway Ident - N/A |
| Wind Dir/Speed- 330/015 KTS | ATC/Airspace | Runway Lth/Wid - N/A |
| Visibility - 10.0 SM | Type of Flight Plan - NONE | Runway Surface - GRASS/TURF |
| Lowest Sky/Clouds - 3000 FT SCATTERED | Type of Clearance - NONE | Runway Status - DRY |
| Lowest Ceiling - UNK/NR | Type Apch/Lndg - FORCED LANDING | |
| 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) |
| PRIVATE | Current - YES | Total - 55 |
| | Months Since - 15 | Last 24 Hrs - 0 |
| GLIDER | Aircraft Type - UNK/NR | Make/Model- 35 |
| | | Last 30 Days- UNK/NR |
| | | Instrument- 0 |
| | | Last 90 Days- 5 |

Instrument Rating(s) - NONE

-----Narrative-----

THE GLIDER CONTACTED TALL HAY IN A FLD AND GROUND LOOPED DURING AN OFF ARPT FORCED LANDING. THE PLT STATED THE GLIDER WAS RELEASED DOWNWIND FROM THE ARPT AT AN ALT OF APRX 3000 FT AGL. A SINK RATE OF 1000 FPM DEVELOPED PREVENTING THE PLT FROM RETURNING TO LAND AT THE ARPT.

Brief of Accident (Continued)

File No. - 1809

6/15/85

ERWINNA, PA

A/C Reg. No. N217BG

Time (Lc1) - 1330 EDT

Occurrence #1 FORCED LANDING
Phase of Operation DESCENT

Finding(s)

1. PLANNING-DECISION - INACCURATE - PILOT IN COMMAND
 2. WEATHER EVALUATION - POOR - PILOT IN COMMAND
 3. DESCENT - EXCESSIVE - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

4. TERRAIN CONDITION - CROP
-

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

5. 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. - 1821 8/06/85 DOYLESTOWN, PA A/C Reg. No. N2960B Time (Lcl) - 0650 EDT

-----Basic Information-----

| | | | | | |
|---|--------------------------------|------|----------|---------|-------|
| Type Operating Certificate-ON-DEMAND AIR TAXI | 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 |
| | | | | | 1 |

-----Aircraft Information-----

| | | |
|-------------------------------|--|----------------------------------|
| Make/Model - PIPER PA-28-161 | Eng Make/Model - LYCOMING O-320 | ELT Installed/Activated - YES/NO |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 2325 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 4 | Rated Power - 160 HP | |

-----Environment/Operations Information-----

| | | |
|--|--|---|
| Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - WEATHER NOT PERTINENT 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 - DAWN | Itinerary Last Departure Point POTTSTOWN, PA Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FULL STOP | Airport Proximity ON AIRSTRIP Airport Data WARRINGTON Runway Ident - 33 Runway Lth/Wid - 1800/ 150 Runway Surface - GRASS/TURF Runway Status - WET |
|--|--|---|

-----Personnel Information-----

| | | |
|---|--|---|
| Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND | Age - 29 Biennial Flight Review Current - YES Months Since - 21 Aircraft Type - UNK/NR | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 514 Make/Model- 11 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-----

ACCORDING TO THE PLT, ON TOUCHDOWN THE ACFT BRAKING WAS INEFFECTIVE DUE TO MORNING DEW ON THE GRASS RWY. THE ACFT SLID OFF THE END OF THE RWY AND COLLIDED WITH BUSHES.

Brief of Accident (Continued)

File No. - 1821

8/06/85

DOYLESTOWN, PA

A/C Reg. No. N2960B

Time (Lc1) - 0650 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNING-DECISION - POOR - PILOT IN COMMAND
 2. TERRAIN CONDITION - WET
 3. BRAKES(NORMAL) - ATTEMPTED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

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. - 1849

10/18/85

COLUMBIA, PA

A/C Reg. No. N4576J

Time (Lc1) - 1045 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| | Fatal | Serious | Minor | None |
|----------|-------|---------|-------|------|
| Injuries | | | | |
| Crew | 0 | 0 | 0 | 1 |
| Pass | 0 | 0 | 0 | 1 |

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28R-180
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-B1E
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- VARIABLE
Visibility - 10.0 SM
Lowest Sky/Clouds - 2300 FT
Lowest Ceiling - 2300 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAKEWOOD, NJ
Destination
COLUMBIA, PA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

MCGUINNESS
Runway Ident - 29
Runway Lth/Wid - 1775/ 140
Runway Surface - GRASS/TURF
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 65
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

| | | | |
|-------------|--------|---------------|--------|
| Total | - 1412 | Last 24 Hrs | - 1 |
| Make/Model- | 1200 | Last 30 Days- | UNK/NR |
| Instrument- | 300 | Last 90 Days- | 19 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH 6 FT HIGH POLES DURING AN OVERRUN LANDING. THE PLT STATED HE WAS MAKING A LANDING AND NOTED ON SHORT FINAL THAT THE AIRSPEED WAS EXCESSIVE. THE RWY WAS GRASS WAS FRESHLY CUT, WET AND SLIPPERY. THE ACFT LANDED LONG AND RAN OFF THE END OF THE RWY COLLIDING WITH SEVERAL POLES BEFORE COMING TO A STOP.

Brief of Accident (Continued)

File No. - 1849

10/18/85

COLUMBIA, PA

A/C Reg. No. N4576J

Time (Lcl) - 1045 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - WET
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1897

8/12/85

VIEQUES,PR

A/C Reg. No. N30232

Time (Lc1) - 1839 AST

-----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 -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 177
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
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 - IMC

Wind Dir/Speed- 060/014 KTS
Visibility - 1.000 SM
Lowest Sky/Clouds - 1800 FT
Lowest Ceiling - 1800 FT BROKEN
Obstructions to Vision- NONE
Precipitation - RAIN SHOWERS
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FAJARDO,PR
Destination
VIEQUES,PR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - WATER
Runway Status - WATER - CHOPPY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP,CFI
SE LAND,ME LAND

Age - 32
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - BN-2A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2935
Make/Model- 31
Instrument- 210
Multi-Eng - 1010
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 65
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI AND STUDENT PLT UTILIZED A HOMEMADE DIPSTICK TO CHECK THE FUEL TANKS & DETERMINED THEY HAD ABOUT 8 GALS OF FUEL IN THE TANKS. ABOUT 30 MINUTES AFTER TAKEOFF THE ENG FAILED AND ALL RESTART ATTEMPTS WERE NEGATIVE. THE ACFT WAS DITCHED IN ABOUT 25 FT OF WATER AND NOT RECOVERED. THE PLT BROADCAST A "MAYDAY" PRIOR TO IMPACT & A MILITARY HELICOPTER RECOVERED THE OCCUPANTS.

Brief of Accident (Continued)

File No. - 1897

8/12/85

VIEQUES,PR

A/C Reg. No. N30232

Time (Lc1) - 1839 AST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----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. - 1811

9/03/85

FLORENCE, SC

A/C Reg. No. N7991P

Time (Lcl) - 2007 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| | Fatal | Serious | Minor | None |
|----------|-------|---------|-------|------|
| Injuries | | | | |
| Fire | 0 | 0 | 0 | 1 |
| Crew | 0 | 0 | 0 | 0 |
| Pass | 0 | 0 | 0 | 0 |

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540-A1A5
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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/003 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
RALEIGH, NC
Destination
FLORENCE, SC

Airport Proximity
ON AIRPORT

Airport Data

FLORENCE CITY
Runway Ident - 18
Runway Lth/Wid - 6001/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN

-----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-NO WAIVERS/LIMIT
Flight Time (Hours)

| | | | |
|------------|--------|--------------|----------|
| Total | - 1188 | Last 24 Hrs | - 1 |
| Make/Model | - 48 | Last 30 Days | - UNK/NR |
| Instrument | - 8 | Last 90 Days | - 18 |
| Multi-Eng | - 10 | | |

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS UNABLE TO EXTEND THE LANDING GEAR & PERFORMED A GEAR-UP LANDING. POST ACCIDENT EXAMINATION REVEALED THAT THE NOSE GEAR DOOR WAS RESTRICTING THE MOVEMENT OF THE LANDING GEAR DUE TO IMPROPER REPAIR OF THE LANDING GEAR DOOR ATTACHMENT.

Brief of Accident (Continued)

File No. - 1811

9/03/85

FLORENCE, SC

A/C Reg. No. N7991P

Time (Lcl) - 2007 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH

Finding(s)

1. LANDING GEAR, NOSE GEAR - MOVEMENT RESTRICTED
2. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND
3. DOOR, LANDING GEAR - LOOSE
4. MAINTENANCE, ALIGNMENT - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1912

7/15/85

RAPID CITY, SD

A/C Reg. No. N90HC

Time (Lcl) - 0805 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 1 | 1 | 0 | 0 |
| 0 | 0 | 0 | 0 |

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
ON GROUND

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 320F
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5300
No. of Seats - 2

Eng Make/Model - CONTINENTAL TS10-520
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 326 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- 160/014 KTS

Visibility - 40.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point.

RAPID CITY, SD

Destination

UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - GO AROUND

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LIEN

Runway Ident - 15

Runway Lth/Wid - 2920/ 50

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 54

Biennial Flight Review

Current - YES

Months Since - 17

Aircraft Type - 320F

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 7055

Make/Model- 259

Instrument- 269

Multi-Eng - 643

Last 24 Hrs - UNK/NR

Last 30 Days- 27

Last 90 Days- 60

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED DURING AN ATTEMPTED VFR GO-AROUND. THE PLT SAID HE DIDN'T RECALL TOUCHING DOWN AND HE THOUGHT HE WAS "FLOATING." WHEN THE ACFT BEGAN DRIFTING LEFT OF RWY CENTERLINE, THE PLT INITIATED A GO-AROUND. HE SAID HE APPLIED FULL POWER AND ROTATED. HE SAID HE REMEMBERED THE AIRPLANE STALLING AND REMEMBERS "MILKING" THE FLAPS UP. HE SAID THE IMPACT CAME AS A COMPLETE SURPRISE TO HIM BECAUSE HE THOUGHT HE HAD SUFFICIENT GROUND CLEARANCE.

Brief of Accident (Continued)

File No. - 1912

7/15/85

RAPID CITY, SD

A/C Reg. No. N90HC

Time (Lc1) - 0805 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. PLANNED APPROACH - POOR - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. FLARE - MISJUDGED - PILOT IN COMMAND
4. GO-AROUND - MISJUDGED - PILOT IN COMMAND
5. STALL - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1808

3/17/85

ARLINGTON, TX

A/C Reg. No. N4065D

Time (Lcl) - 1703 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

| | | Injuries | | | |
|------|---|----------|---------|-------|------|
| | | Fatal | Serious | Minor | None |
| Crew | 0 | 1 | 0 | 0 | 0 |
| Pass | 0 | 0 | 0 | 0 | 1 |

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire
ON GROUND

-----Aircraft Information-----

Make/Model - BALLOON WORKS FIREFLY 7
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 - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 340/007 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
UNK/NR

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)
COMMERCIAL

FREE BALLOON

Age - 38
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL
Flight Time (Hours)

| | | | |
|------------|----------|--------------|----------|
| Total | - UNK/NR | Last 24 Hrs | - UNK/NR |
| Make/Model | - UNK/NR | Last 30 Days | - UNK/NR |
| Instrument | - UNK/NR | Last 90 Days | - UNK/NR |
| Multi-Eng | - UNK/NR | Rotorcraft | - UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PASSENGER, A GUST OF WIND CAUSED THE BALLOON TO BECOME AIRBORNE PREMATURELY AND DRIFT TOWARD PWR LINES. APRX 25 FT FROM THE WIRES THE PLT ATTEMPTED TO ABORT THE TAKEOFF BY DEFLATING THE ENVELOPE. JUST PRIOR TO WIRE CONTACT THE PASSENGER JUMPED ABOUT 25 FT TO THE GROUND. ELECTRICAL ARCING AND EXPLODING FUEL LINES CAUSED THE BASKET TO SEPARATE AND FALL TO THE TERRAIN WITH THE PLT STILL ABOARD. THE ENVELOPE CONTINUED ITS DESCENT EVENTUALLY COMING TO REST IN A SECOND SET OF PWR LINES.

Brief of Accident (Continued)

File No. - 1808

3/17/85

ARLINGTON, TX

A/C Reg. No. N4065D

Time (Lcl) - 1703 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 2. WEATHER CONDITION - UNFAVORABLE WIND
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

4. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND
 5. OBJECT - WIRE, TRANSMISSION
-

Occurrence #3 EXPLOSION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

6. BALLOON EQUIPMENT, SUSPENSION SYSTEM - ARCING
 7. FUEL SYSTEM, LINE - EXPLODED
 8. BALLOON EQUIPMENT, BASKET - SEPARATION
-

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

9. 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

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1812 4/19/85 DENTON, TX A/C Reg. No. N761SU Time (Lcl) - 1800 CST

-----Basic Information-----

| | | | | | | |
|--|------------|--------------------------------|-------|----------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | | Aircraft Damage SUBSTANTIAL | Fatal | Injuries | | |
| Type of Operation | -PERSONAL | Fire | 0 | Serious | Minor | None |
| Flight Conducted Under | -14 CFR 91 | NONE | 0 | 1 | 0 | 0 |
| Accident Occurred During | -LANDING | | 0 | 0 | 0 | 0 |

-----Aircraft Information-----

| | | | | | |
|--------------|------------------------|----------------|--------------------------|-------------------------|-----------|
| Make/Model | - CESSNA T-210-NII | 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-----

| | | |
|--|--|--|
| <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- 170/017 KTS</p> <p>Visibility - 8.0 SM</p> <p>Lowest Sky/Clouds - 2100 FT</p> <p>Lowest Ceiling - 2100 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p> | <p>Itinerary</p> <p>Last Departure Point FLAGSTAFF, AZ</p> <p>Destination PLANO, TX</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 - GRAVEL</p> <p>Runway Status - DRY</p> |
|--|--|--|

-----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 - UNK/NR | Total - 236 |
| SE LAND | Months Since - UNK/NR | Make/Model- 236 |
| | Aircraft Type - UNK/NR | Instrument- 0 |
| | | Last 24 Hrs - 11 |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 13 |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DAMAGED DURING A FORCED LANDING IN A CONSTRUCTION SITE FOLLOWING A LOSS OF PWR DUE TO FUEL EXHAUSTION. THE PLT STATED SUFFICIENT FUEL WAS ON BOARD FOR THE X-COUNTRY FROM FLAGSTAFF, AZ, TO PLANO, TX. UPON REACHING THE PLANO AREA THE PLT COULD NOT LOCATE THE ARPT. HE THEN DECIDED TO RETURN TO DENTON ARPT, WHICH HE HAD FLOWN OVER EN ROUTE TO PLANO. FUEL EXHAUSTION OCCURRED PRIOR TO LOCATING DENTON ARPT.

Brief of Accident (Continued)

File No. - 1812

4/19/85

DENTON, TX

A/C Reg. No. N761SU

Time (Lc1) - 1800 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIGH OBSTRUCTION(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1847 4/28/85 AMARILLO, TX. A/C Reg. No. N300SW Time (Lcl) - 2117 CDT

-----Basic Information-----

| | | | | | |
|--|-----------------|------|----------|---------|-------|
| Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC | Aircraft Damage | | Injuries | | |
| Name of Carrier -SOUTHWEST AIRLINES CO. | SUBSTANTIAL | | Fatal | Serious | Minor |
| Type of Operation -SCHEDULED, DOMESTIC, CARGO | Fire | Crew | 0 | 0 | 0 |
| Flight Conducted Under -14 CFR 121 | NONE | Pass | 0 | 0 | 1 |
| Accident Occurred During -LANDING | | | | | 127 |

-----Aircraft Information-----

| | | |
|-------------------------------------|--|----------------------------------|
| Make/Model - BOEING 737-300 | Eng Make/Model - GENERAL ELEC CFM-56-3 | ELT Installed/Activated - YES/NO |
| Landing Gear - TRICYCLE-RETRACTABLE | Number Engines - 2 | Stall Warning System - YES |
| Max Gross Wt - 135000 | Engine Type - TURBOFAN | |
| No. of Seats - 137 | Rated Power - 22000 LBS THRUST | |

-----Environment/Operations Information-----

| | | |
|----------------------------------|-------------------------------|-----------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - COMPANY | Last Departure Point | ON AIRPORT |
| Method - TELETYPE | ALBUQUERQUE, NM | |
| Completeness - FULL | Destination | Airport Data |
| Basic Weather - IMC | AMARILLO, TX | AMARILLO INTL |
| Wind Dir/Speed- 150/020 KTS | ATC/Airspace | Runway Ident - 04 |
| Visibility - 1.000 SM | Type of Flight Plan - IFR | Runway Lth/Wid - 13502/ 300 |
| Lowest Sky/Clouds - | Type of Clearance - IFR | Runway Surface - ASPHALT |
| Lowest Ceiling - 300 FT OVERCAST | Type Apch/Lndg - ILS-COMPLETE | Runway Status - WET |
| Obstructions to Vision- FOG | FULL STOP | RUBBER DEPOSITS |
| Precipitation - RAIN SHOWERS | | |
| Condition of Light - NIGHT(DARK) | | |

-----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, ATP | Current - YES | Total - 9245 |
| SE LAND, ME LAND | Months Since - 1 | Last 24 Hrs - 7 |
| | Aircraft Type - 737-300 | Make/Model- 3200 |
| | | Last 30 Days- UNK/NR |
| | | Instrument- 2655 |
| | | Last 90 Days- 221 |
| | | Multi-Eng - 6225 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED IN A THUNDERSTORM, WINDS RECORDED AT THE TIME OF THE ACCIDENT EXCEEDED THE LIMITS RECOMMENDED FOR FULL REVERSE THRUST. THE ACFT HYDROPLANED, WEATHER-COCKED SLIGHTLY, AND SLID OFF THE DOWNWIND SIDE OF THE 300 FT WIDE RWY. THE NOSEWHEEL COLLAPSED AT IMPACT WITH A RWY LIGHT, AND PENETRATED THE PRESSURE VESSEL. ONE PASSENGER REPORTED A MINOR INJURY DURING THE EVACUATION. REVERSE THRUST WAS MAINTAINED THROUGHOUT THE ROLLOUT; HYDROPLANE SKID MARKS EXTENDED FROM AT OR NEAR THE INITIAL TOUCHDOWN POINT TO DEPARTURE FROM THE RWY.

Brief of Accident (Continued)

File No. - 1847

4/28/85

AMARILLO, TX

A/C Reg. No. N300SW

Time (Lc1) - 2117 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER EVALUATION - NOT UNDERSTOOD - PILOT IN COMMAND
2. WEATHER CONDITION - CROSSWIND
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
4. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING (EMERGENCY PROCEDURE(S)) - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT ATTAINED - PILOT IN COMMAND
7. WEATHER CONDITION - HIGH WIND
8. COMPENSATION FOR WIND CONDITIONS - NOT UNDERSTOOD - PILOT IN COMMAND
9. WEATHER CONDITION - RAIN
10. WIND INFORMATION - IMPROPER USE OF - PILOT IN COMMAND
11. REVERSERS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

12. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5,6,8,10,11

Factor(s) relating to this accident is/are finding(s) 2,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1846

4/29/85

EL PASO, TX

A/C Reg. No. N4050W

Time (Lcl) - 1624 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| Fatal | Injuries | | | None |
|--------|----------|-------|---|------|
| | Serious | Minor | | |
| Crew 0 | 0 | 0 | 0 | 1 |
| Pass 0 | 0 | 0 | 0 | 1 |

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-32-300
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 7

Eng Make/Model - LYCOMING IO-540-K1A5
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- 300/007 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

EL PASO INTL
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 - 56

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 - 5400 | Last 24 Hrs - UNK/NR |
| Make/Model- 3 | Last 30 Days- UNK/NR |
| Instrument- 35 | Last 90 Days- 58 |
| Multi-Eng - 600 | |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED TREES DURING A FORCED LANDING ON A GOLF COURSE. THE PLT'S COMPANY HAD JUST COMPLETED AN OVERHAUL ON THE ENG WHICH QUIT SHORTLY AFTER TAKEOFF WHEN THE PLT TURNED OFF THE ELECTRIC BOOST PUMP. EXAMINATION OF THE ENG'S FUEL SYSTEM REVEALED A BURNED OUT FUSE IN THE FUEL BOOST PUMP. THE PLT SUSPECTED WATER CONTAMINATION IN THE FUEL AS THE ACFT WAS WASHED JUST PRIOR TO THIS FLT.

Brief of Accident (Continued)

File No. - 1846

4/29/85

EL PASO, TX

A/C Reg. No. N4050W

Time (Lcl) - 1624 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

2. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1845 5/11/85 WILLOW CITY, TX A/C Reg. No. N2384Z Time (Lcl) - 1339 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

-----Aircraft Information-----

Make/Model - BEECH M-23
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 225/010 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FORT STOCKTON, TX
Destination
CORPUS CHRISTI, TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - MACADAM
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 59

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - 1600
Make/Model- 530
Instrument- 20
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE RETURN LEG OF A X-COUNTRY FLT TO CALIFORNIA, THE PLT BECAME LOST AND ELECTED TO MAKE A PRECAUTIONARY LANDING. THE ACFT WING CONTACTED A SIGN POST DURING THE LANDING.

Brief of Accident (Continued)

File No. - 1845

5/11/85

WILLOW CITY, TX

A/C Reg. No. N2384Z

Time (Lcl) - 1339 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. BECAME LOST/DISORIENTED
2. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, ANXIETY/APPREHENSION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1841 5/30/85 LAKE WORTH, TX A/C Reg. No. N9660F Time (Lcl) - 1805 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| | | Injuries | | | |
|------|---|----------|---------|-------|------|
| | | Fatal | Serious | Minor | None |
| Crew | 0 | 0 | 0 | 0 | 2 |
| Pass | 0 | 0 | 0 | 0 | 0 |

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - HUGHES 300
Landing Gear - SKID
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING HIO-360-D1A
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- 220/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FORT WORTH, TX
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 - SIMULATED FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND, SE SEA
HELICOPTER , GLIDER

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 | 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-----

WHILE UNDERGOING HELICOPTER TRANSITION TRAINING FROM THE PREVIOUS OWNER, WHO HOLDS NO INSTRUCTOR CERTIFICATE, THE NEW OWNER'S SON HAD BEEN PRACTICING PWR RECOVERY AUTOROTATIONS. THE ENG FAILED TO RESPOND TO APPLICATION OF THROTTLE, AND A FULL AUTOROTATIVE LANDING WAS ATTEMPTED, UNSUCCESSFULLY. THE HELICOPTER SUSTAINED SUBSTANTIAL DAMAGE IN A HARD LANDING. NO MECHANICAL MALFUNCTION WAS DISCOVERED DURING THE POST ACCIDENT INSPECTION.

Brief of Accident (Continued)

File No. - 1841

5/30/85

LAKE WORTH, TX

A/C Reg. No. N9660F

Time (Lc1) - 1805 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. THROTTLE/POWER CONTROL - IMPROPER USE OF - DUAL STUDENT
 2. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - 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) 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. - 1842

5/30/85

DALHART, TX

A/C Reg. No. N36RA

Time (Lcl) - 0700 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL,

Fatal

Injuries

Serious Minor

None

Type of Operation -AERIAL APPLICATION

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 137

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A-600

Eng Make/Model - P&W R-1340-AN1

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 4500

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 1

Rated Power - 600 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 295/005 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

DALHART, TX

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity

ON AIRSTRIP

Airport Data

PORTER AB STRIP

Runway Ident - 36

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - ROUGH

-----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 - 1000

Last 24 Hrs - 9

SE LAND

Months Since - 17

Make/Model- 12

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 12

Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD ACCUMULATED 12 HRS EXPERIENCE IN THIS MODEL ACFT. HE STATED THE ACFT BOUNCED ON THE ROUGH AIRSTRIP, AND HE APPLIED TOO MUCH BRAKE ON THE NEXT TOUCHDOWN. THE ACFT NOSED OVER, DAMAGING THE TOP WING AND EMPENNAGE.

Brief of Accident (Continued)

File No. - 1842

5/30/85

DALHART, TX

A/C Reg. No. N36RA

Time (Lc1) - 0700 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1923 6/16/85 HOUSTON, TX

A/C Reg. No. N66887

Time (Lcl) - 1745 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 |

Type of Operation - PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-31-350

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 7000

No. of Seats - 8

Eng Make/Model - LYCOMING LT10-540J2BD

Number Engines - 2

Engine Type - RECIP-FUEL INJECTED

Rated Power - 350 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- CALMABLE

Visibility - UNK/NR

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

GALVESTON, 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

SOUTHWEST AIRPARK

Runway Ident - 10

Runway Lth/Wid - 5000/ 100

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Age - 43

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - PA31

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 PILOT STATED HE FIRST SAW ANOTHER AIRCRAFT AHEAD OF AND BELOW HIM ON FINAL TO THE RUNWAY. HE MANEUVERED TO ESTABLISH INTERVAL, THEN DECIDED TO GO AROUND. HE ADDED FULLTHROTTLES BUT LEFT THE FLAPS AND GEAR DOWN. UNABLE TO CLIMB, HE DECIDED TO LAND BEHIND THE OTHER AIRCRAFT. LANDING SHORT, THE AIRCRAFT COLLIDED WITH A 1-2 FT LIP AT THE RUNWAY, SHEARING ONE LANDING GEAR AND COLLAPSING ANOTHER. THE AIRCRAFT SUSTAINED SUBSTANTIAL DAMAGE BUT THE PILOT ESCAPED WITHOUT INJURY.

Brief of Accident (Continued)

File No. - 1923

6/16/85

HOUSTON, TX

A/C Reg. No. N66887

Time (Lc1) - 1745 CDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 2. VISUAL SEPARATION - NOT ATTAINED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

3. GO-AROUND - IMPROPER - PILOT IN COMMAND
 4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 5. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
 6. STALL - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #3 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1840 6/16/85 GIRARD, TX A/C Reg. No. N1991Z Time (Lc1) - 1200 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

| | Fatal | Serious | Minor | None |
|------|-------|---------|-------|------|
| Crew | 0 | 0 | 0 | 1 |
| Pass | 0 | 0 | 0 | 1 |

-----Aircraft Information-----

Make/Model - CESSNA 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 - 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- 190/014 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
LUBBOCK, TX
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - PRECAUTIONARY LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 49
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 - 91
Make/Model- 22
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE HAD JUST BUZZED A FRIEND'S HOUSE WHEN THE ENG BEGAN RUNNING ROUGH. HE WAS MAKING A PRECAUTIONARY LANDING ON A COUNTRY ROAD WHEN A WING DROPPED AND DRUG ON THE SIDE OF THE ADJACENT DITCH. THE ACFT SPUN AROUND 180 DEGS, SUSTAINING SUBSTANTIAL DAMAGE. THE PLT ATTRIBUTED THE MALFUNCTION TO WATER CONTAMINATION.

Brief of Accident (Continued)

File No. - 1840

6/16/85

GIRARD, TX

A/C Reg. No. N1991Z

Time (Lc1) - 1200 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. FLUID, FUEL - CONTAMINATION
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - ROLL

Finding(s)

3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

Occurrence #3 LOSS OF CONTROL - ON GROUND
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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1839 6/25/85 GEORGETOWN, TX A/C Reg. No. N99169 Time (Lcl) - 1400 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
NONE

| | Fatal | Serious | Minor | None |
|------|-------|---------|-------|------|
| Crew | 0 | 0 | 0 | 1 |
| Pass | 0 | 0 | 0 | 0 |

-----Aircraft Information-----

Make/Model - ICA BRASHOV IS-28-B-2
Landing Gear - SKI/WHEEL
Max Gross Wt - 1300
No. of Seats - 2

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - UNK/NR
Visibility - 10.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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

GEORGETOWN
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
GLIDER

Age - 34

Biennial Flight Review

Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

| | | | |
|------------|----------|--------------|----------|
| Total | - 450 | Last 24 Hrs | - UNK/NR |
| Make/Model | - 4 | Last 30 Days | - UNK/NR |
| Instrument | - UNK/NR | Last 90 Days | - 5 |
| Multi-Eng | - UNK/NR | Rotorcraft | - UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACCIDENT OCCURRED DURING AN GLIDER LAUNCH. THE TOW ACFT WAS UNABLE TO GAIN ALT, AND TURNED BACK TO THE ARPT TO RELEASE THE GLIDER. THE TOW ACFT BEGAN TO SINK INTO THE TREES AND WAS FORCED TO RELEASE THE GLIDER BEYOND SAFE GLIDING DISTANCE TO THE RWY. THE GLIDER COLLIDED WITH TREES WITHIN THE ARPT BOUNDARY. ON LANDING, THE ENG OF THE TOW ACFT WAS EXAMINED AND A SPARK PLUG WAS FOUND LOOSE.

Brief of Accident (Continued)

File No. - 1839

6/25/85

GEORGETOWN, TX

A/C Reg. No. N99169

Time (Lc1) - 1400 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. GLIDER LAUNCH/TOW EQUIPMENT - FAILURE, PARTIAL
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
3. IGNITION SYSTEM, SPARK PLUG - DISCONNECTED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. MISCELLANEOUS EQUIPMENT - PREMATURE - PILOT OF OTHER AIRCRAFT

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

5. OBJECT - TREE(S)
6. IMPROPER DECISION, ANXIETY/APPREHENSION - 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

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1860 6/26/85 DALLAS, TX

A/C Reg. No. N148BH

Time (Lcl) - 1140 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -POSITIONING
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 - AEROSPATIALE AS350D
Landing Gear - SKID
Max Gross Wt - 4190
No. of Seats - 6

Eng Make/Model - LYCOMING LTS-101-600A2
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 531 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/014 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 3000 FT
Lowest Ceiling - 3000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DALLAS, TX
Destination
LANCASTER, TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND
HELICOPTER

Age - 41
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

| | | | |
|-------------|--------|---------------|----------|
| Total | - 7044 | Last 24 Hrs | - UNK/NR |
| Make/Model- | 166 | Last 30 Days- | UNK/NR |
| Instrument- | 243 | Last 90 Days- | UNK/NR |
| Multi-Eng - | 13 | Rotorcraft - | 7007 |

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE ENG TO TRANSMISSION SHORT SHAFT BECAME DISCONNECTED IN FLT. THIS RESULTED IN COMPLETE LOSS OF PWR TO THE MAIN ROTOR ASSEMBLY. HOWEVER, THE TAIL ROTOR ASSEMBLY WAS STILL BEING POWERED BY THE ENG. UPON COLLECTIVE PITCH APPLICATION TO STOP THE DESCENT THE ACFT YAWED ABOUT 90 DEGS TO THE RIGHT AND ALSO ROLLED ABOUT 70 DEGS TO THE RIGHT AND IMPACTED THE TRUNK OF A LARGE TREE. THIS IMPACT RESULTED IN DISINTEGRATION OF THE HELICOPTER. INVESTIGATION REVEALED THAT COTTER PINS HAD NOT BEEN INSTALLED IN THE BOLTS WHICH CONNECT THE FORWARD END OF THE SHORT SHAFT TO THE FLEXIBLE COUPLING AT THE TRANSMISSION. IT ALSO REVEALED THAT A REQUIRED 30 HR RECURRING INSPECTION HAD NOT BEEN COMPLETED AND WAS 15.9 HRS OVERDUE. THE COMPLETION OF THIS REQUIRED INSPECTION WOULD HAVE REVEALED THAT THE COTTER PINS WERE MISSING.

Brief of Accident (Continued)

File No. - 1860

6/26/85

DALLAS, TX

A/C Reg. No. N148BH

Time (Lc1) - 1140 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ROTOR DRIVE SYSTEM, ENGINE TO TRANSMISSION DRIVE - FAILURE, TOTAL
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

3. EMERGENCY PROCEDURE - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #4 IN FLIGHT 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) 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. - 1898 6/28/85 PEARSALL, TX A/C Reg. No. N200KH Time (Lc1) - 0830 CDT

-----Basic Information-----

| | | | | | | | |
|----------------------------|---------------------------------|-----------------|------|-------|----------|-------|------|
| Type Operating Certificate | -ON-DEMAND AIR TAXI | Aircraft Damage | | | | | |
| Name of Carrier | -STAR CHARTER | SUBSTANTIAL | | | | | |
| Type of Operation | -NON SCHED, DOMESTIC, PASSENGER | Fire | Crew | Fatal | Injuries | | |
| Flight Conducted Under | -14 CFR 135 | NONE | Pass | 0 | Serious | Minor | None |
| Accident Occurred During | -LANDING | | | 0 | 0 | 0 | 1 |
| | | | | 0 | 0 | 1 | 2 |

-----Aircraft Information-----

| | | | | | |
|--------------|------------------|----------------|----------------------------|-------------------------|----------|
| Make/Model | - CESSNA 182 | Eng Make/Model | - CONTINENTAL D-470-R | ELT Installed/Activated | - YES/NO |
| Landing Gear | - TRICYCLE-FIXED | Number Engines | - 1 | Stall Warning System | - YES |
| Max Gross Wt | - 2800 | Engine Type | - RECIPROCATING-CARBURETOR | | |
| No. of Seats | - 4 | Rated Power | - 230 HP | | |

-----Environment/Operations Information-----

| | | |
|--------------------------------|--|---------------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - FSS | Last Departure Point | OFF AIRPORT/STRIP |
| Method - TELEPHONE | STEPHENVILLE, TX | |
| Completeness - UNK/NR | Destination | Airport Data |
| Basic Weather - IMC | PEARSALL, TX | Runway Ident - N/A |
| Wind Dir/Speed - UNK/NR | ATC/Airspace | Runway Lth/Wid - N/A |
| Visibility - .300 SM | Type of Flight Plan - VFR | Runway Surface - GRASS/TURF |
| Lowest Sky/Clouds - PART OBS | Type of Clearance - NONE | Runway Status - HIGH VEGETATION |
| Lowest Ceiling - 400 FT BROKEN | Type Apch/Lndg - PRECAUTIONARY LANDING | |
| Obstructions to Vision - NONE | | |
| Precipitation - RAIN | | |
| Condition of Light - DAYLIGHT | | |

-----Personnel Information-----

| | | |
|--------------------------|------------------------|--|
| Pilot-In-Command | Age - 32 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| COMMERCIAL, CFI | Current - YES | Total - 571 |
| SE LAND, ME LAND | Months Since - 0 | Make/Model - 23 |
| | Aircraft Type - UNK/NR | Instrument - 62 |
| | | Multi-Eng - 31 |
| | | Last 24 Hrs - 1 |
| | | Last 30 Days - UNK/NR |
| | | Last 90 Days - 211 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A COMMERCIALLY RATED CFI DEPARTED ON A PART 135 AIR TAXI FLT, BUT ENCOUNTERED DETERIORATING WEATHER CONDITIONS. CIRCLING HIS DESTINATION HE REPORTED THAT RAIN CLOUDS CLOSED IN. ANTICIPATING THAT HE WOULD BE UNABLE TO FILE IFR IN THE AIR, HE ELECTED TO LAND IN AN OPEN FLD. THE ACFT NOSED OVER IN WET CROPS.

Brief of Accident (Continued)

File No. - 1898

6/28/85

PEARSALL, TX

A/C Reg. No. N200KH

Time (Lcl) - 0830 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation DESCENT - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
 4. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1922 6/29/85 FORT WORTH, TX A/C Reg. No. N8473X Time (Lc1) - 2130 CDT

-----Basic Information-----

| | | | | | |
|--|--------------------------------|-------------|--------------|----------------|--------------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage SUBSTANTIAL | | Injuries | | |
| Type of Operation -PERSONAL | Fire NONE | Crew 0 | Fatal 0 | Serious 0 | Minor 0 |
| Flight Conducted Under -14 CFR 91 | | Pass 0 | | | None 1 |
| Accident Occurred During -TAXI | | | | | 2 |

-----Aircraft Information-----

| | | |
|--|--|----------------------------------|
| Make/Model - PIPER PA-28RT-201T | Eng Make/Model - CONTINENTAL TSIO-360-FB | ELT Installed/Activated - YES/NO |
| Landing Gear - TRICYCLE-RETRACTABLE | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 2400 | Engine Type - RECIP-FUEL INJECTED | |
| No. of Seats - 4 | Rated Power - 200 HP | |

-----Environment/Operations Information-----

| | | |
|---|---|--|
| Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 130/003 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(BRIGHT) | Itinerary Last Departure Point JENNINGS, LA Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - STOP AND GO | Airport Proximity ON AIRPORT Airport Data MEACHAM Runway Ident - UNK/NR Runway Lth/Wid - UNK/NR Runway Surface - UNK/NR Runway Status - DRY |
|---|---|--|

-----Personnel Information-----

| | | |
|--|---|--|
| Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND | Age - 35 Biennial Flight Review Current - YES Months Since - 18 Aircraft Type - UNK/NR | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 350 Make/Model- 283 Instrument- 34 Last 24 Hrs - 6 Last 30 Days- UNK/NR Last 90 Days- 26 |
|--|---|--|

Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS TAXIING TO PARKING RAMP/HANGAR AFTER LANDING AND FOLLOWING LINEMAN'S SIGNALS. HE TURNED OFF THE ANGLING TAXIWAY TOO SOON AND THE NOSE AND RIGHT MAIN GEARS FELL INTO A HOLE/LOW AREA OFF THE EDGE OF THE TAXIWAY. THE PROPELLER AND RIGHT WING STRUCK THE GROUND WITH RESULTING SUBSTANTIAL DAMAGE. THE PLT STATED HE SHOULD HAVE KEPT LANDING LIGHT ON TAXIWAY UNTIL CLEARING TAXIWAY INTERSECTION INSTEAD OF FOLLOWING LINEMAN'S INSTRUCTIONS.

Brief of Accident (Continued)

File No. - 1922

6/29/85

FORT WORTH, TX

A/C Reg. No. N8473X

Time (Lcl) - 2130 CDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
2. LIGHT CONDITION - NIGHT
3. SUPERVISION - INADEQUATE - FBO PERSONNEL
4. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation TAXI - FROM LANDING

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1899

7/02/85

ROBINSON, TX

A/C Reg. No. N8995L

Time (Lcl) - 1600 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| | Fatal | Serious | Minor | None |
|----------|-------|---------|-------|------|
| Injuries | | | | |
| Crew | 0 | 0 | 1 | 0 |
| Pass | 0 | 0 | 0 | 1 |

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - GRUMMAN AA1B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
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/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- 180/014 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT THIN OVC
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WACO TSTI, TX
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)
PRIVATE
SE LAND

Age - 32

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - AA1B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

| | | | |
|-------------|-------|---------------|----------|
| Total | - 235 | Last 24 Hrs | - UNK/NR |
| Make/Model- | 66 | Last 30 Days- | UNK/NR |
| Instrument- | 0 | Last 90 Days- | 12 |

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF THE PLT EXPERIENCED A LOSS OF PWR. UNABLE TO GLIDE TO A SUITABLE LANDING AREA, A FORCED LANDING WAS ATTEMPTED IN TALL CORN. THE ACFT NOSED OVER SUSTAINING SUBSTANTIAL DAMAGE. SUBSEQUENT EXAM REVEALED THAT THE CARBURETOR FLOAT HAD BECOME SATURATED WITH FUEL, FLOODING THE ENG.

Brief of Accident (Continued)

File No. - 1899

7/02/85

ROBINSON, TX

A/C Reg. No. N8995L

Time (Lc1) - 1600 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM, CARBURETOR - DETERIORATED
2. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN(STANDARD/REQUIREMENT), AIRCRAFT COMPONENT - MANUFACTURER

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1838

7/06/85

KNIPPA, TX

A/C Reg. No. N5473C

Time (Lcl) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 0 | 0 | 1 | 0 |
| 0 | 0 | 0 | 2 |

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA T-210
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4000
No. of Seats - 7

Eng Make/Model - CONTINENTAL TS10-520-R
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 150/004 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
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data

BISHOP FARM
Runway Ident - UNK/NR
Runway Lth/Wid - 2600 -UNK/NR
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 43

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

| | |
|----------------|----------------------|
| Total - 394 | Last 24 Hrs - 1 |
| Make/Model- 16 | Last 30 Days- UNK/NR |
| Instrument- 0 | Last 90 Days- 16 |

Instrument Rating(s) - NONE

-----Narrative-----

THE NEW OWNER WAS ATTEMPTING TAKEOFF FROM A DIRT ROAD OBSTRUCTED BY A MOBILE IRRIGATION SYSTEM. HE PULLED THE ACFT OFF THE GROUND AFTER 1700 FEET OF TAKEOFF ROLL. UNABLE TO MAINTAIN FLYING SPEED, HE LANDED IN A SOFT FLD AND THE ACFT NOSED OVER WHEN THE NOSE WHEEL STRUT FAILED.

Brief of Accident (Continued)

File No. - 1838

7/06/85

KNIPPA, TX

A/C Reg. No. N5473C

Time (Lcl) - 1430 CDT

Occurrence

OVERRUN

Phase of Operation

LANDING - ROLL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. LIFT-OFF - PREMATURE - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 5. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
 6. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - INADEQUATE
 7. PROPER CLIMB RATE - 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) 1,2,3,5,7

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1837 7/11/85 SONORA, TX

A/C Reg. No. N4520B

Time (Lcl) - 1100 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| | Fatal | Serious | Minor | None |
|----------|-------|---------|-------|------|
| Injuries | | | | |
| Crew | 0 | 0 | 0 | 1 |
| Pass | 0 | 0 | 0 | 1 |

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - GRUMMAN GULFSTREAM AA5B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4K
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/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 - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ODESSA, 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

TEXAS A&M EXP. RESEARCH
Runway Ident - 16
Runway Lth/Wid - 2065/ 60
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 32

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

| | | | | |
|-------------|-----|---------------|-------------|----------|
| Total | - | 351 | Last 24 Hrs | - UNK/NR |
| Make/Model- | 322 | Last 30 Days- | UNK/NR | |
| Instrument- | 0 | Last 90 Days- | 10 | |

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING AT AN UNFAMILIAR STRIP, THE PLT OBSERVED A ROUGH SURFACE AT THE APCH END, AND LANDED ONE HALFWAY DOWN THE DOWN-SLOPING 2300 FT RWY. HE TRIED TO GO AROUND, BUT COULD NOT ACCELERATE ENOUGH, AND THE ACFT ROLLED THRU 2 FENCES, TREES, THEN STOPPED AGAINST ANOTHER FENCE. THE DENSITY ALT WAS 5400 FT.

Brief of Accident (Continued)

File No. - 1837

7/11/85

SONORA, TX

A/C Reg. No. N4520B

Time (Lcl) - 1100 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. IMPROPER DECISION, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DOWNHILL
5. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, ANXIETY/APPREHENSION - PILOT IN COMMAND
7. AIRCRAFT PERFORMANCE, LANDING CAPABILITY - DETERIORATED

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

8. OBJECT - FENCE
9. 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) 2,5,9

Factor(s) relating to this accident is/are finding(s) 1,3,4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1924 12/29/85 JUNCTION, TX A/C Reg. No. N27842 Time (Lcl) - 1630 CST

-----Basic Information-----

| | | | | | | |
|--|-----------------|------|-------|----------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage | | | | | |
| | DESTROYED | | Fatal | Injuries | | |
| Type of Operation -PERSONAL | Fire | Crew | 0 | Serious | Minor | None |
| Flight Conducted Under -14 CFR 91 | ON GROUND | Pass | 0 | 1 | 0 | 0 |
| Accident Occurred During -DESCENT | | | | 0 | 1 | 5 |

-----Aircraft Information-----

| | | |
|-------------------------------------|--|-----------------------------------|
| Make/Model - PIPER PA-31-325 | Eng Make/Model - LYCOMING TIO-540-F2BD | ELT Installed/Activated - YES/YES |
| Landing Gear - TRICYCLE-RETRACTABLE | Number Engines - 2 | Stall Warning System - YES |
| Max Gross Wt - 6500 | Engine Type - RECIP-FUEL INJECTED | |
| No. of Seats - 8 | Rated Power - 325 HP | |

-----Environment/Operations Information-----

| | | |
|-------------------------------------|----------------------------|----------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | OFF AIRPORT/STRIP |
| Method - N/A | JUNCTION, TX | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | PHOENIX, AZ | KIMBLE CO. |
| Wind Dir/Speed- 180/008 KTS | ATC/Airspace | Runway Ident - N/A |
| Visibility - 20.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - N/A |
| Lowest Sky/Clouds - CLEAR | Type of Clearance - NONE | Runway Surface - N/A |
| Lowest Ceiling - NONE | Type Apch/Lndg - NONE | Runway Status - N/A |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

-----Personnel Information-----

| | | |
|--------------------------|------------------------|--|
| Pilot-In-Command | Age - 36 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| COMMERCIAL, CFI | Current - YES | Total - 3200 |
| SE LAND, ME LAND | Months Since - 6 | Make/Model - 420 |
| HELICOPTER | Aircraft Type - UNK/NR | Instrument - 147 |
| | | Multi-Eng - 880 |
| | | Last 24 Hrs - 2 |
| | | Last 30 Days - UNK/NR |
| | | Last 90 Days - 142 |
| | | Rotorcraft - 1260 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING INITIAL CLIMB AFTER TAKEOFF THE PILOT NOTICED OIL STREAMING OUT FROM THE OIL FILLER ACCESS DOOR ON THE RIGHT ENGINE COWLING. HE ELECTED TO CONTINUE CLIMBING AND MAKE A TEAR DROP TURN BACK TO THE AIRPORT AND LAND IN THE OPPOSITE DIRECTION FROM WHICH HE HAD DEPARTED. HE ANNOUNCED HIS INTENTIONS ON UNICOM RADIO. ANOTHER PILOT RESPONDED THAT HE WAS PRESENTLY ON THE RUNWAY BUT WOULD CLEAR IT AS SOON AS POSSIBLE. THE SUBJECT PILOT THEN DECIDED TO MAKE A GO AROUND. DURING THIS TIME THE RIGHT FRONT SEAT PASSENGER STATED HE OBSERVED FLAMES IN THE RIGHT ENGINE COWL. THE PILOT SHUT DOWN THE ENGINE AND FEATHERED THE PROPELLER. HE ADDED FULL POWER TO THE LEFT ENGINE AND RETRACTED THE LANDING GEAR AND FLAPS. HE WAS UNABLE TO MAINTAIN ALTITUDE AND DECIDED TO MAKE A FORCED LANDING STRAIGHT AHEAD IN AN OPEN FIELD. HE HAD TO PULL UP ONCE TO AVOID A POWER LINE AND MANEUVER TO AVOID AN ANTENNA. HE MADE A SUCCESSFUL FORCED LANDING AND ALL OCCUPANTS EXITED. THE FLAMES QUICKLY SPREAD AND THE AIRCRAFT WAS CONSUMED BY GROUND FIRE.

Brief of Accident (Continued)

File No. - 1924

12/29/85

JUNCTION, TX

A/C Reg. No. N27842

Time (Lc1) - 1630 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LUBRICATING SYSTEM - OPEN
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FLUID, OIL - LOSS, PARTIAL
4. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND

Occurrence #2 FIRE
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. REMEDIAL ACTION - NOT UNDERSTOOD - PILOT IN COMMAND

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1937 7/07/85 WARRENTON, VA A/C Reg. No. N65818 Time (Lcl) - 1327 EDT

-----Basic Information-----

| | | | | | |
|--|--------------------------------|-------|----------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage SUBSTANTIAL | Fatal | Injuries | | |
| Type of Operation -INSTRUCTIONAL | Fire | 0 | Serious | Minor | None |
| Flight Conducted Under -14 CFR 91 | NONE | 0 | 1 | 0 | 1 |
| Accident Occurred During -DESCENT | | 0 | 0 | 0 | 0 |

-----Aircraft Information-----

| | | |
|------------------------------|----------------------|-----------------------------------|
| Make/Model - SCHWEIZER 2-33A | Eng Make/Model - N/A | ELT Installed/Activated - NO -N/A |
| Landing Gear - HULL | Number Engines - N/A | Stall Warning System - NO |
| Max Gross Wt - 1040 | Engine Type - UNK/NR | |
| No. of Seats - 2 | Rated Power - N/A | |

-----Environment/Operations Information-----

| | | |
|---------------------------------------|---------------------------------|---------------------------------|
| Weather Data | Itinerary | Airport Proximity ON AIRPORT |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | |
| Method - N/A | SAME AS ACC/INC | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | SAME AS ACC/INC | WARRENTON AIRPARK |
| Wind Dir/Speed- 290/012 KTS | ATC/Airspace | Runway Ident - 22 |
| Visibility - 12.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - 2215/ 85 |
| Lowest Sky/Clouds - 4500 FT SCATTERED | Type of Clearance - NONE | Runway Surface - ASPHALT |
| Lowest Ceiling - NONE | Type Apch/Lndg - FORCED LANDING | Runway Status - DRY |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

-----Personnel Information-----

| | | |
|--------------------------|------------------------|---|
| Pilot-In-Command | Age - 40 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE, COMMERCIAL, CFI | Current - YES | Total - 630 |
| SE LAND | Months Since - 20 | Last 24 Hrs - 4 |
| GLIDER | Aircraft Type - 2-33A | Make/Model- 365 |
| | | Last 30 Days- 16 |
| | | Instrument- 0 |
| | | Last 90 Days- 32 |
| | | Multi-Eng - 220 |

Instrument Rating(s) - NONE

-----Narrative-----

AFTER LIFTOFF BOTH THE PIC AND THE PLT GETTING CHECKED OUT IN THE SCHWEIZER SGS 2-33A STATED THAT THEY ENCOUNTERED MODERATE TURBULENCE IN THE AREA. WHEN THE SAILPLANE RECHED APPROXIMATELY 200 FT AGL THE TOM ROPE SEPARATED FROM THE AIRCRAFT AND N65818 WAS FORCED TO MAKE AN EMERGENCY LANDING DURING WHICH THE ACFT WAS SUBSTANTIALLY DAMAGED AND THE PIC SUFFERED SERIOUS INJURIES. EXAMINATION OF THE WRECKAGE REVEALED THAT THE TOW HOOK RELEASE SPRING TENSION WAS SET WITHIN MANUFACTURERS LIMITS AND ALL OTHER AIRCRAFT SYSTEMS APPEARED TO WORK PROPERLY.

Brief of Accident (Continued)

File No. - 1937

7/07/85

WARRENTON, VA

A/C Reg. No. N65818

Time (Lc1) - 1327 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - TURBULENCE

Occurrence #2 MISCELLANEOUS/OTHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

2. GLIDER LAUNCH/TOW EQUIPMENT - DISCONNECTED
3. UNDETERMINED

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1854 8/19/85 ST. THOMAS,VI A/C Reg. No. N22198 Time (Lcl) - 1332 AST

-----Basic Information-----

| | | | | | | | |
|--|-----------------|--------|---------|-------|------|--|--|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage | | | | | | |
| | DESTROYED | Fatal | Serious | Minor | None | | |
| Type of Operation -BUSINESS | Fire | Crew 1 | 0 | 0 | 0 | | |
| Flight Conducted Under -14 CFR 91 | NONE | Pass 3 | 0 | 0 | 0 | | |
| Accident Occurred During -DESCENT | | | | | | | |

-----Aircraft Information-----

| | | |
|-------------------------------|--|----------------------------------|
| Make/Model - CESSNA 172M | Eng Make/Model - LYCOMING O-320-E20 | ELT Installed/Activated - YES/NO |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 2300 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 4 | Rated Power - 150 HP | |

-----Environment/Operations Information-----

| | | |
|---------------------------------------|----------------------------|----------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | OFF AIRPORT/STRIP |
| Method - N/A | ST. THOMAS,VI | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | LOCAL | |
| Wind Dir/Speed- 080/015 KTS | ATC/Airspace | Runway Ident - N/A |
| Visibility - 9.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - N/A |
| Lowest Sky/Clouds - 2000 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 - 40 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| COMMERCIAL | Current - YES | Total - 1150 |
| SE LAND | Months Since - 2 | Last 24 Hrs - 1 |
| | Aircraft Type - C-172 | Make/Model- 720 |
| | | Instrument- 45 |
| | | Last 30 Days- 50 |
| | | Last 90 Days- 110 |

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES STATED THE ACFT WAS FLYING SLOW AT APRX 200 FT ALT PHOTOGRAPHING A GROUP OF SAIL BOATS. AS THE PLT ENTERED A LEFT TURN TO REVERSE COURSE, IT STALLED AND NOSED DOWN STRIKING THE WATER IN A NEAR VERTICAL ATTITUDE. AT THE TIME OF THE ACCIDENT THE ACFT WAS APRX 35 LBS OVER THE MAX ALLOWABLE GROSS WEIGHT FOR THE ACFT AND CENTER OF GRAVITY LIMIT.

Brief of Accident (Continued)

File No. - 1854

8/19/85

ST. THOMAS, VI

A/C Reg. No. N22198

Time (Lc1) - 1332 AST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
 2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - WATER, ROUGH
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C.. 20594

Brief of Accident

File No. - 1930 7/29/85 NORTHPORT,WA

A/C Reg. No. N2886D

Time (Lcl) - 1538 PDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
DESTROYED

| | Fatal | Serious | Minor | None |
|----------|-------|---------|-------|------|
| Injuries | | | | |
| Crew | 2 | 0 | 0 | 0 |
| Pass | 0 | 0 | 0 | 0 |

Type of Operation -PUBLIC USE
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CONSOLIDATED-VULTEE PBY-6A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 40000
No. of Seats - 3

Eng Make/Model - CURTISSWRIGHT R-2600-20
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 2200 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- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - WATER
Runway Status - WATER-CALM

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND,ME LAND,SE SEA,ME SEA

Age - 53
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

| | | | |
|------------|----------|--------------|----------|
| Total | - 17000 | Last 24 Hrs | - UNK/NR |
| Make/Model | - UNK/NR | Last 30 Days | - UNK/NR |
| Instrument | - 0 | Last 90 Days | - UNK/NR |
| Multi-eng | - 0 | Rotorcraft | - 0 |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WATER BOMBER ACFT LANDED ON LAKE WITH DUMP DOORS PARTIALLY OPEN DURING LANDING PHASE OF WATER PICKUP RUN.
MECHANICALLY OPERATED DUMP DOOR LOCKS WERE APPLIED BEFORE DUMP DOORS WERE CLOSED. PLT CONTROLLED DUMP DOORS FROM
PILOTS CONTROL WHEEL, CO-PILOT OPERATED DOOR LOCKS BY SEPARATE CONTROL INDEPENDENT OF THE DUMP DOORS.

Brief of Accident (Continued)

File No. - 1930

7/29/85

NORTHPORT,WA

A/C Reg. No. N2886D

Time (Lc1) - 1538 PDT

Occurrence MISCELLANEOUS/OTHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,FATIGUE(CHRONIC) - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - INADVERTENT - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,PRESSURE - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,PSYCHOLOGICAL CONDITION - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1817

7/29/85

AUBURN, WA

A/C Reg. No. N3729N

Time (Lcl) - 1730 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| Injuries | | | |
|----------|---------|-------|------|
| Fatal | Serious | Minor | None |
| 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 3 |

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - BEECHCRAFT B-35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-185-1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 185 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
AUBURN, WA
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

AUBURN MUNICIPAL
Runway Ident - N/A
Runway Lth/Wid - 2900/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

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 | - UNK/NR | Last 24 Hrs | - UNK/NR |
| Make/Model | - UNK/NR | Last 30 Days | - UNK/NR |
| Instrument | - UNK/NR | Last 90 Days | - UNK/NR |
| Multi-Eng | - UNK/NR | Rotorcraft | - UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

DIRECTIONAL CONTROL OF THE ACFT WAS LOST FOR UNKNOWN REASONS JUST PRIOR TO ROTATION. THE ACFT THEN VEERED OFF THE RIGHT SIDE OF THE RWY.

Brief of Accident (Continued)

File No. - 1817

7/29/85

AUBURN,WA

A/C Reg. No. N3729N

Time (Lc1) - 1730 PDT

Occurrence LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1819

8/22/85

SNOHOMISH, WA

A/C Reg. No. N7380S

Time (Lcl) - 1900 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 | 1 |

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE
Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 182P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-S
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - 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
KENT, WA
Destination
SNOHOMISH, WA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

HARVEY FIELD
Runway Ident - 32
Runway Lth/Wid - 2750/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 33

Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

| | | | | |
|-------------|----|-----|---------------|--------|
| Total | - | 204 | Last 24 Hrs - | 1 |
| Make/Model- | 14 | | Last 30 Days- | UNK/NR |
| Instrument- | 0 | | Last 90 Days- | 54 |
| Multi-Eng - | 23 | | | |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED DOWN DURING THE LANDING FLARE. RWY CONTACT WAS HARD ON THE MAIN LANDING GEAR. THE ACFT BOUNCED AND THE PLT ADDED PWR AND RE-FLARED THE ACFT.

Brief of Accident (Continued)

File No. - 1819

8/22/85

SNOHOMISH, WA

A/C Reg. No. N7380S

Time (Lci) - 1900 PDT

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND

2. REMEDIAL ACTION - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1826 8/30/85 CAMANO ISLAND, WA A/C Reg. No. N761VV Time (Lcl) - 1320 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
3

None
1
0

-----Aircraft Information-----

Make/Model - CESSNA T210-M
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-R
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 30.0 SM

Lowest Sky/Clouds - 4000 FT

Lowest Ceiling - 4000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PETALUMA, CA

Destination
BELLINGHAM, WA

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 45

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 351

Make/Model- 11

Instrument- 7

Multi-Eng - UNK/NR

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 40

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT FAILED TO VISUALLY VERIFY THE FUEL ON BOARD PRIOR TO TAKEOFF AND HE WAS AWARE THAT ONE FUEL GAGE WAS INACCURATE. A TOTAL LOSS OF PWR OCCURRED OVER WATER APRX 30 MILES FROM THE INTENDED DESTINATION ARPT. THE PLT WAS ABLE TO REACH LAND DURING THE EMERGENCY DESCENT. THE ACFT CONTACTED HEDGES DURING THE FORCED LANDING. THE NOSE GEAR COLLAPSED AND THE ACFT NOSED OVER. A MECHANIC WHO INSPECTED THE ACFT AFTER THE ACCIDENT REPORTED 1 GALLON OF FUEL REMAINED ON BOARD. NO EVIDENCE OF FUEL SPILLAGE WAS FOUND AT THE ACCIDENT SITE.

Brief of Accident (Continued)

File No. - 1826

8/30/85

CAMANO ISLAND, WA

A/C Reg. No. N761VV

Time (Lc1) - 1320 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
4. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - HIGH VEGETATION

Occurrence #4 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

7. 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) 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. - 1932 9/02/85 LANGLEY, WA A/C Reg. No. N24867 Time (Lcl) - 1230 PDT

-----Basic Information-----

| | | | | | |
|--|--------------------------------|--------|---------------------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage SUBSTANTIAL | Fatal | Injuries Serious | Minor | None |
| Type of Operation - INSTRUCTIONAL | Fire | Crew 0 | 0 | 0 | 2 |
| Flight Conducted Under - 14 CFR 91 | NONE | Pass 0 | 0 | 0 | 0 |
| Accident Occurred During - LANDING | | | | | |

-----Aircraft Information-----

| | | |
|-------------------------------|--|-----------------------------------|
| Make/Model - CESSNA 152 | Eng Make/Model - LYCOMING O-235-L2C | ELT Installed/Activated - YES/YES |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 1670 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 2 | Rated Power - 110 HP | |

-----Environment/Operations Information-----

| | | |
|-------------------------------------|--|-------------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | ON AIRPORT |
| Method - N/A | LANGLEY, WA | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | LOCAL | WHIDBEY AIRPARK |
| Wind Dir/Speed- 340/005 KTS | ATC/Airspace | Runway Ident - UNK/NR |
| Visibility - 25.0 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 - PRECAUTIONARY LANDING | Runway Status - UNK/NR |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

-----Personnel Information-----

| | | |
|--------------------------|------------------------|---|
| Pilot-In-Command | Age - 46 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| COMMERCIAL,CFI | Current - YES | Total - 2016 |
| SE LAND,SE SEA | Months Since - 9 | Last 24 Hrs - 1 |
| | Aircraft Type - UNK/NR | Make/Model- 45 |
| | | Last 30 Days- UNK/NR |
| | | Instrument- UNK/NR |
| | | Last 90 Days- 10 |
| | | Multi-Eng - UNK/NR |
| | | Rotorcraft - UNK/NR |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AN ABORTED TAKEOFF FROM A 2600 FOOT SOD RUNWAY AS DONE AT ABOUT 40 FEET AGL. THE AIRSTRIIP IS SURROUNDED BY HIGH TREES. THE PILOT STATED THAT THE AIRCRAFT WAS NOT DEVELOPING FULL POWER. THE ENGINE WAS RUN UP TO FULL POWER BY AN A & P MECHANIC THREE DAYS AFTER THE ACCIDENT AND NO REASON FOR THE LOSS OF POWER COULD BE FOUND.

Brief of Accident (Continued)

File No. - 1932

9/02/85

LANGLEY,WA

A/C Reg. No. N24867

Time (Lc1) - 1230 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

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. - 1813

9/09/85

ISSAQUAH, WA

A/C Reg. No. N7694A

Time (Lcl) - 1713 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| | Fatal | Serious | Minor | None |
|----------|-------|---------|-------|------|
| Injuries | | | | |
| Fire | 0 | 0 | 0 | 1 |
| Pass | 0 | 0 | 0 | 0 |

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 180
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-K
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 230 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- 250/010 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ISSAQUAH, WA
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
SKYPORT

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 - 27

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) - NONE

-----Narrative-----

THE ACFT LANDED NOSE DOWN SHORT OF THE RWY DURING A FORCED LANDING FOLLOWING FUEL STARVATION. INVESTIGATION DISCLOSED THE MAIN FUEL LINE WAS BLOCKED BY PIECES OF THE PRIMER VALVE PISTON "O" RING WHICH HAD DETERIORATED DUE TO THE CONTINUOUS USE OF AUTOMOTIVE FUEL.

Brief of Accident (Continued)

File No. - 1813

9/09/85

ISSAQUAH,WA

A/C Reg. No. N7694A

Time (Lc1) - 1713 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID,FUEL - STARVATION
 2. FUEL SYSTEM,LINE - BLOCKED(TOTAL)
 3. FUEL SYSTEM,PRIMER SYSTEM - DETERIORATED
-

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3 NOSE DOWN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1929

9/14/85

RENTON, WA

A/C Reg. No. N2073K

Time (Lcl) - 1248 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

| | Fatal | Serious | Minor | None |
|----------|-------|---------|-------|------|
| Injuries | | | | |
| Fire | 0 | 1 | 0 | 0 |
| Crew | 0 | 0 | 0 | 0 |
| Pass | 0 | 0 | 0 | 0 |

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - LUSCOMBE 8A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1200
No. of Seats - 2

Eng Make/Model - CONTINENTAL A65-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 200/008 KTS

Visibility - 8.0 SM

Lowest Sky/Clouds - 2600 FT SCATTERED

Lowest Ceiling - 4000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MAPLE VALLEY, WA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 31

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 46 Last 24 Hrs - UNK/NR

Make/Model- 46 Last 30 Days- UNK/NR

Instrument- UNK/NR Last 90 Days- UNK/NR

Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE INEXPERIENCED, LOW TIME STUDENT PILOT REPORTED A GRADUAL LOSS OF POWER WHILE OPERATING HIS LUSCOBE 8A AIRCRAFT ON A PERSONAL, LOCAL FLIGHT. THE AIRCRAFT WAS EQUIPPED WITH A STROMBERG CARBURETOR WHOSE MIXTURE WAS PERMANENTLY WIRED FULL OPEN AND POWER WAS CONTROLLED SOLELY THROUGH THE THROTTLE. TEMPERATURE AND DEW POINT NEAR THE SITE AT THE TIME OF THE ACCIDENT WAS 64 DEGREES AND 52 DEGREES RESPECTIVELY AND CONDITIONS FOR CARBURETOR ICING WERE HIGH. WITNESSES OBSERVED THE AIRCRAFT VESTABLISHED IN A RELATIVELY FAST AND NOSE DOWN ATTITUDE IMMEDIATELY PRIOR TO THE FORCED LANDING.

Brief of Accident (Continued)

File No. - 1929

9/14/85

RENTON,WA

A/C Reg. No. N2073K

Time (Lc1) - 1248 PDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. CARBURETOR HEAT - INADEQUATE - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. FLARE - DELAYED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1832

9/21/85

VANCOUVER,WA

A/C Reg. No. N4774D

Time (Lcl) - 2000 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

1

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 182A

Eng Make/Model - CONTINENTAL O-470-L

ELT Installed/Activated - YES-UNK/NR

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2550

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 230 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 340/007 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - 18000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

HAYWARD,CA

Destination

VANCOUVER,WA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 36

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Last 24 Hrs - UNK/NR

Make/Model- UNK/NR

Last 30 Days- UNK/NR

Instrument- UNK/NR

Last 90 Days- UNK/NR

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS UNABLE TO LAND AT HIS INTENDED DESTINATION DUE TO THE RWY EDGE AND END LIGHTS BEING INOPERATIVE. THE PLT DIVERTED TO A NEARBY ARPT BUT FUEL EXHAUSTION OCCURRED AND A FORCED LANDING WAS MADE. THE ACFT WAS LANDED ON AN OVERPASS AND DURING THE ROLLOUT, VEERED AND STRUCK TREES. THE PLT REPORTED THE ACFT CONTAINS 2 GALS OF UNUSEABLE FUEL, HOWEVER, THE ACFT FLT MANUAL REPORTS 10 GALS OF FUEL IS UNUSEABLE. APRX 9 GALS OF FUEL WERE DRAINED FROM THE ACFT AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1832

9/21/85

VANCOUVER,WA

A/C Reg. No. N4774D

Time (Lc1) - 2000 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. FLIGHT MANUALS - MISREAD - PILOT IN COMMAND
3. AIRPORT FACILITIES,RUNWAY END IDENT LIGHTS(REIL) - INOPERATIVE
4. AIRPORT FACILITIES,RUNWAY EDGE LIGHTS - INOPERATIVE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
6. TERRAIN CONDITION - NONE SUITABLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1810

9/29/85

LOPEZ ISLAND, WA

A/C Reg. No. N95515

Time (Lcl) - 0800 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

-----Aircraft Information-----

Make/Model - TAYLORCRAFT BC12-D
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1200
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 - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 20.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - 15000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LOPEZ ISLAND, WA

Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

LOPEZ AIRPORT

Runway Ident - N/A

Runway Lth/Wid - 2900/ 60

Runway Surface - ASPHALT

Runway Status - DRY
SOFT

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 36

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 250

Make/Model- UNK/NR

Instrument- 0

Multi-eng - 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF THE ACFT'S ENG CEASED OPERATING FOR UNKNOWN REASONS. DURING THE LANDING ROLLOUT, THE ACFT STRUCK A FENCE AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1810

9/29/85

LOPEZ ISLAND, WA

A/C Reg. No. N95515

Time (Lc1) - 0800 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
2. OBJECT - FENCE

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1836 10/05/85 FALL CITY, WA A/C Reg. No. N5584E Time (Lcl) - 1505 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

| | | Injuries | | | |
|------|------|----------|---------|-------|------|
| | | Fatal | Serious | Minor | None |
| Fire | Crew | 0 | 0 | 1 | 0 |
| NONE | Pass | 0 | 0 | 1 | 0 |

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 330/005 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - 20000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SEATTLE, WA

Destination

FALL CITY, WA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

CAMBELL AIRFIELD

Runway Ident - 27

Runway Lth/Wid - 3000/ 25

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - GO AROUND

FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 27

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 106

Make/Model- 96

Instrument- 2

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN ATTEMPTED GO AROUND THE ACFT STRUCK TREES AND BUSHES. THE PLT STATED HE COULD NOT REMEMBER IF CARB HEAT WAS REMOVED DURING THE GO AROUND. HE CONTINUED TO STATE, SUFFICIENT ALT AND AIRSPEED COULD NOT BE GAINED. AN ENG EXAMINATION REVEALED SEVERAL SPARK PLUGS WERE WORN AND A FEW SHOWED EVIDENCE OF OIL AND CARBON FOULING. IT IS NOT KNOWN WHETHER OR NOT THE OIL FOULING OCCURRED PRIOR TO OR AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1836

10/05/85

FALL CITY,WA

A/C Reg. No. N5584E

Time (Lcl) - 1505 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. OBJECT - TREE(S)
2. CLEARANCE - NOT OBTAINED - PILOT IN COMMAND
3. ENGINE ASSEMBLY - UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
5. STALL

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4.

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1953 10/13/85 IONE,WA

A/C Reg. No. N1162Z

Time (Lcl) - 1202 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED

Fire
ON GROUND

Crew
Pass

| | Injuries | | | |
|--|----------|---------|-------|------|
| | Fatal | Serious | Minor | None |
| | 0 | 0 | 0 | 1 |
| | 0 | 0 | 1 | 1 |

-----Aircraft Information-----

Make/Model - MOONEY 231
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-360-GB4 ELT Installed/Activated - YES/YES
Number Engines - 1 Stall Warning System - YES
Engine Type - RECIP-FUEL INJECTED
Rated Power - 210 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 270/015 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - 15000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
EVERETT,WA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - NONE
Type Apch/Lndg - VALLEY/TERRAIN FOLLOWING
GO AROUND
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

IONE MUNICIPAL
Runway Ident - 33
Runway Lth/Wid - 2550/ 30
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 35
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

| | | | |
|-------------|-------|---------------|--------|
| Total | - 376 | Last 24 Hrs | - 2 |
| Make/Model- | 33 | Last 30 Days- | UNK/NR |
| Instrument- | 63 | Last 90 Days- | 36 |
| Multi-Eng | - 24 | | |

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT TOUCHED DOWN ABOUT 500 FEET PAST THE RUNWAY THRESHOLD OF THE 2550 FOOT RUNWAY. THE AIRCRAFT FLOATED AND THEN BEGAN TO PORPOISE. A GO-AROUND WAS INITIATED AND WHILE THE PILOT WAS ATTEMPTING TO CLEAR TREES AN INADVERTENT DEPARTURE STALL OCCURRED. AFTER STALLING INTO TREES A SMALL FIRE ERUPTED.

Brief of Accident (Continued)

File No. - 1953

10/13/85

IONE,WA

A/C Reg. No. N1162Z

Time (Lcl) - 1202 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

1. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
 2. GO-AROUND - DELAYED - PILOT IN COMMAND
 3. PROPER TOUCHDOWN POINT - DELAYED - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 FIRE
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. - 1966 10/17/85 PULLMAN,WA A/C Reg. No. N4702A Time (Lcl) - 1630 PDT

-----Basic Information-----

| | | | | | |
|--|--------------------------|-------|----------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage MINOR | Fatal | Injuries | | |
| Type of Operation -PERSONAL | Fire | Crew | Serious | Minor | None |
| Flight Conducted Under -14 CFR 91 | NONE | Pass | 0 | 0 | 2 |
| Accident Occurred During -LANDING | | | 0 | 0 | 0 |

-----Aircraft Information-----

| | | |
|-------------------------------|--|-----------------------------------|
| Make/Model - CESSNA 152 | Eng Make/Model - LYCOMING O-235-L2C | ELT Installed/Activated - YES/YES |
| Landing Gear - TRICYCLE-FIXED | Number Engines - 1 | Stall Warning System - YES |
| Max Gross Wt - 1670 | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - 2 | Rated Power - 110 HP | |

-----Environment/Operations Information-----

| | | |
|--|--|---|
| <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 - 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 PULLMAN,WA</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p> | <p>Airport Proximity ON AIRPORT</p> <p>Airport Data PULLMAN</p> <p>Runway Ident - 23</p> <p>Runway Lth/Wid - 6371/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p> |
|--|--|---|

-----Personnel Information-----

| | | | | | | | | |
|---|---|--|------------|-----------------|----------------|----------------------|---------------|------------------|
| <p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) STUDENT</p> | <p>Age - 23</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p> | <p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 11</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 12</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 12</td> </tr> </table> | Total - 11 | Last 24 Hrs - 1 | Make/Model- 12 | Last 30 Days- UNK/NR | Instrument- 0 | Last 90 Days- 12 |
| Total - 11 | Last 24 Hrs - 1 | | | | | | | |
| Make/Model- 12 | Last 30 Days- UNK/NR | | | | | | | |
| Instrument- 0 | Last 90 Days- 12 | | | | | | | |

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF THE LANDING AIRCRAFT FAILED TO SEE AND AVOID THE DEPARTING AIRCRAFT. THE AIRCRAFT STRUCK THE DEPARTING AIRCRAFTS VERTICAL STABILIZER AND RUDDER WITH THE PROPELLER. APPROXIMATELY 40% OF THE VERTICAL STABILIZER AND RUDDER SEPARATED FROM THE AIRCRAFT DURING THE PROPELLER STRIKE.

Brief of Accident (Continued)

File No. - 1966

10/17/85

PULLMAN,WA

A/C Reg. No. N4702A

Time (Lc1) - 1630 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. VISUAL LOOKOUT - IMPROPER - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. GO-AROUND - REDUCED - 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. - 1966

10/17/85

PULLMAN,WA

A/C Reg. No. N3231V

Time (Lcl) - 1630 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| | | Injuries | | | |
|------|---|----------|---------|-------|------|
| | | Fatal | Serious | Minor | None |
| Crew | 0 | 0 | 0 | 0 | 2 |
| Pass | 0 | 0 | 0 | 0 | 0 |

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC
Wind Dir/Speed- CALM

Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PULLMAN,WA
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

PULLMAN
Runway Ident - 23
Runway Lth/Wid - 6731/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 21

Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

| | | | |
|------------|----------|--------------|----------|
| Total | - 16 | Last 24 Hrs | - 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-----

BEFORE THE PILOT USED THE RUNWAY AT AN UNCONTROLLED AIRPORT SHE FAILED TO LOOK FOR AND OBSERVE THE LANDING TRAFFIC. THE AIRCRAFT WAS NOT EQUIPPED WITH A COMMUNICATIONS RADIO. THIS WAS THE PILOT'S FIRST TAKEOFF OF THE DAY AND HAD PLANNED ON MAKING SEVERAL TOUCH AND GOES. DURING TAKEOFF THE PILOT HEARD A "CRUNCH" BUT WAS UNAWARE OF THE LANDING AIRCRAFT'S PROPELLER STRIKE WHICH SLICED OFF 40% OF THE VERTICAL STABILIZER AND RUDDER. A NORMAL TRAFFIC PATTERN WAS FLOWN WITH A SUCCESSFUL LANDING.

Brief of Accident (Continued)

File No. - 1966

10/17/85

PULLMAN,WA

A/C Reg. No. N3231V

Time (Lc1) - 1630 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. VISUAL LOOKOUT - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1883 8/07/85 PICKETT, WI A/C Reg. No. N1476W Time (Lc1) - 0915 CDT

-----Basic Information-----

| | | | | | | | |
|--|---------------------|-----------------|----------|-------|---------|-------|------|
| Type Operating Certificate-AGRICULTURAL AIRCRAFT | | Aircraft Damage | Injuries | | | | |
| | | SUBSTANTIAL | | Fatal | Serious | Minor | None |
| Type of Operation | -AERIAL APPLICATION | Fire | Crew | 0 | 0 | 0 | 1 |
| Flight Conducted Under | -14 CFR 137 | NONE | Pass | 0 | 0 | 0 | 0 |
| Accident Occurred During | -DESCENT | | | | | | |

-----Aircraft Information-----

| | | | | | | |
|--------------|--------------|----------------|----------------------------|-------------------------|------|------|
| Make/Model | - BELL 47G-5 | Eng Make/Model | - LYCOMING VO-435-B1A | ELT Installed/Activated | - NO | -N/A |
| Landing Gear | - SKID | Number Engines | - 1 | Stall Warning System | - NO | |
| Max Gross Wt | - 2850 | Engine Type | - RECIPROCATING-CARBURETOR | | | |
| No. of Seats | - 3 | Rated Power | - 260 HP | | | |

-----Environment/Operations Information-----

| | | | |
|------------------------|-------------------------|----------------------|-------------------|
| Weather Data | | Itinerary | Airport Proximity |
| Wx Briefing | - NO RECORD OF BRIEFING | Last Departure Point | OFF AIRPORT/STRIP |
| Method | - N/A | RIPON, WI | |
| Completeness | - N/A | Destination | Airport Data |
| Basic Weather | - VMC | LOCAL | |
| Wind Dir/Speed | - 320/004 KTS | ATC/Airspace | Runway Ident |
| Visibility | - 20.0 SM | Type of Flight Plan | - N/A |
| Lowest Sky/Clouds | - CLEAR | Type of Clearance | - N/A |
| Lowest Ceiling | - NONE | Type Apch/Lndg | - N/A |
| Obstructions to Vision | - NONE | | |
| Precipitation | - NONE | | |
| Condition of Light | - DAYLIGHT | | |

-----Personnel Information-----

| | | | |
|--------------------------|------------------------|---------------------|----------------------------------|
| Pilot-In-Command | Age - 39 | Medical Certificate | - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) | |
| COMMERCIAL | Current - YES | Total - 8000 | Last 24 Hrs - 7 |
| SE LAND | Months Since - 7 | Make/Model - 700 | Last 30 Days - UNK/NR |
| HELICOPTER | Aircraft Type - UNK/NR | Instrument - 15 | Last 90 Days - 210 |
| | | | Rotorcraft - 6600 |

Instrument Rating(s) - NONE

-----Narrative-----

THE FLD WHERE THIS ACCIDENT OCCURRED HAD BEEN SPRAYED ONE WEEK PRIOR TO THE ACCIDENT BY A FIXED-WING ACFT AT AN ALT OF 20 FT. NO WIRES WERE NOTED TO BE A HAZARD AT THAT TIME. ON THE DAY OF THE ACCIDENT THE PLT OF THE HELICOPTER WAS TALKING TO A SPOTTER ON THE GROUND VIA RADIO. NEITHER PERSON NOTICED THE POWER LINES CROSSING ONE END OF A SMALL SECTION OF THE CORN FLD. THE HELICOPTER STRUCK THE WIRES ON HIS FIRST PASS. THEY BECAME ENTANGLED IN HIS ROTOR CONTROL RODS AND THE MACHINE SETTLED TO THE GROUND. THE PLT STATED THAT THE REASON NEITHER HE NOR HIS SPOTTER SAW THE WIRES WAS BECAUSE THEY WERE STRUNG IN A NON-STANDARD MANNER IN THAT THE NON-SUPPORTED SPAN OF WIRE WAS EXCESSIVE. THE WIRES DROOPED TO 7 FT ABOVE THE CORN. ALSO THERE WERE NO GUY WIRES OR TRANSFORMERS ON THE POLES TO INDICATE A POWER LINE ARRAY. THIS PLT HAS OVER 5600 HOURS OF AERIAL APPLICATION FLYING TIME IN HIS LOGBOOK.

Brief of Accident (Continued)

File No. - 1883

8/07/85

PICKETT,WI

A/C Reg. No. N1476W

Time (Lc1) - 0915 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - WIRE,TRANSMISSION(MARKED)
 2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 3. VISUAL LOOKOUT - NOT MAINTAINED - OTHER PERSON
-

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. - 1887

8/13/85

MADISON,WI

A/C Reg. No. N61TS

Time (Lcl) - 0115 CDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - ALL CARGO
Name of Carrier -CONNIE KALITTA SERVICES I
Type of Operation -NON SCHED,DOMESTIC,CARGO
Flight Conducted Under -14 CFR 135
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

| | Injuries | | | |
|------|----------|---------|-------|------|
| | Fatal | Serious | Minor | None |
| Crew | 0 | 0 | 0 | 2 |
| Pass | 0 | 0 | 0 | 0 |

-----Aircraft Information-----

Make/Model - LEAR JET 23
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 12500
No. of Seats - 2

Eng Make/Model - GENERAL ELEC. CJ-610-4
Number Engines - 2
Engine Type - TURBOJET
Rated Power - 2850 LBS THRUST

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 190/008 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 1700 FT
Lowest Ceiling - 1700 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
INDIANAPOLIS,IN

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

DANE COUNTY REGIONAL
Runway Ident - 31
Runway Lth/Wid - 5846/ 150
Runway Surface - ASPHALT
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
ME LAND

Age - 34
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - LEAR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 6200
Make/Model- 1200
Instrument- 200
Multi-Eng - 5700
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT ELECTED TO TAKE OFF WITH A HEAVY LOADED ACFT ON THE SHORT RWY. THE PLT STATED A LOUD NOISE WAS HEARD AS THE ACFT APPROACHED 80 KTS. THE TAKEOFF WAS ABORTED AT 100 KTS. HYDROPLANING WAS EXPERIENCED AND A LOSS OF CONTROL OCCURRED. THE ACFT TRAVELED OFF THE DEPARTURE END OF THE RWY WHERE THE LEFT MAIN GEAR COLLAPSED. THE ACFT CAME TO REST WITH THE NOSE IN A WATER FILLED DITCH.

Brief of Accident (Continued)

File No. - 1887

8/13/85

MADISON,WI

A/C Reg. No. N61TS

Time (Lcl) - 0115 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. AIRCRAFT PERFORMANCE, HYDROPLANING CONDITION - EXCEEDED
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. ABORTED TAKEOFF - MISJUDGED - PILOT IN COMMAND

Occurrence #2 OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. LANDING GEAR, NOSE GEAR ASSEMBLY - BUCKLED
6. LANDING GEAR, MAIN GEAR STRUT - BUCKLED

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

7. TERRAIN CONDITION - DITCH
8. TERRAIN CONDITION - WATER, GLASSY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1906 10/06/85 LAKE GENEVA, WI A/C Reg. No. N55785 Time (Lcl) - 1330 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

| | | Injuries | | | |
|-------|---|----------|---------|-------|------|
| | | Fatal | Serious | Minor | None |
| Crew | 0 | 0 | 0 | 0 | 1 |
| Pass | 0 | 0 | 0 | 0 | 3 |
| Other | 0 | 1 | 0 | 0 | 0 |

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
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 - 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 - 280/014 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 3200 FT BROKEN
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
UNK/NR
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

AMERICAN
Runway Ident - 23
Runway Lth/Wid - 4050/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 29

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 | - 93 | Last 24 Hrs | - 3 |
| Make/Model | - 28 | Last 30 Days | - UNK/NR |
| Instrument | - UNK/NR | Last 90 Days | - 7 |
| Multi-Eng | - UNK/NR | Rotorcraft | - UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TOUCHDOWN & ABOUT 600 FT FROM THE APPROACH END OF RUNWAY 23 THE AIRCRAFT COLLIDED WITH A MOPED CROSSING THE RUNWAY. THE 11 YR OLD OPERATOR OF THE MOPED WAS SERIOUSLY INJURED.

Brief of Accident (Continued)

File No. - 1906

10/06/85

LAKE GENEVA,WI

A/C Reg. No. N55785

Time (Lc1) - 1330 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - OTHER PERSON
2. OBJECT - VEHICLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1905 10/06/85 HARTFORD, WI A/C Reg. No. N14JK Time (Lcl) - 1400 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

MINOR

Fire

NONE

Fatal

0

Crew

Pass

Other

0

0

0

Injuries

Serious

0

Minor

0

0

0

None

1

0

1

-----Aircraft Information-----

Make/Model - TODD PITTS
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - LYCOMING UNK
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 250/015 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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

HARTFORD MUNI
Runway Ident - 29
Runway Lth/Wid - 3000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 64
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 4200 Last 24 Hrs - UNK/NR
Make/Model- 1030 Last 30 Days- UNK/NR
Instrument- 500 Last 90 Days- 50
Multi-Eng - 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N2032 HAD TAKEN OFF, REMAINED IN THE TRAFFIC PATTERN, & LANDED. N14JK HAD TAKEN OFF, OBTAINED A RADIO CHECK AT ALTITUDE, DESCENDED AND ENTERED THE TRAFFIC PATTERN. IMMEDIATELY AFTERLANDING N14JK RAN INTO N2032. N14JK REPORTEDLY MADE TWO RADIO CALLS IN THE TRAFFIC PATTERN. N2032 WAS EQUIPPED WITH A RADIO; HOWEVER, IT WAS REPORTED INOPERATIVE.

Brief of Accident (Continued)

File No. - 1905

10/06/85

HARTFORD, WI

A/C Reg. No. N14JK

Time (Lcl) - 1400 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. OBJECT - AIRCRAFT MOVING ON GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1905 10/06/85 HARTFORD, WI A/C Reg. No. N2032 Time (Lcl) - 1400 CDT

-----Basic Information-----

| | | | | | | |
|--|-----------------|-------|---|---------|---|-------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage | | | | | |
| | DESTROYED | Fatal | 0 | Serious | 0 | Minor |
| Type of Operation -PERSONAL | Fire | Crew | 0 | 0 | 0 | None |
| Flight Conducted Under -14 CFR 91 | NONE | Pass | 0 | 0 | 0 | 1 |
| Accident Occurred During -LANDING | | Other | 0 | 0 | 0 | 0 |
| | | | | | | 1 |

-----Aircraft Information-----

| | | |
|--------------------------------------|--|-----------------------------------|
| Make/Model - ANDERSON MINI ACE CA-61 | Eng Make/Model - FRANKLIN SPORT 4 | ELT Installed/Activated - NO -N/A |
| Landing Gear - TAILWHEEL-ALL FIXED | Number Engines - 1 | Stall Warning System - UNK/NR |
| Max Gross Wt - UNK/NR | Engine Type - RECIPROCATING-CARBURETOR | |
| No. of Seats - UNK/NR | 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 | LOCAL | HARTFORD MUNI |
| Wind Dir/Speed- 270/008 KTS | ATC/Airspace | Runway Ident - 29 |
| Visibility - 30.0 SM | Type of Flight Plan - NONE | Runway Lth/Wid - 3000/ 75 |
| Lowest Sky/Clouds - CLEAR | Type of Clearance - NONE | Runway Surface - ASPHALT |
| Lowest Ceiling - NONE | Type Apch/Lndg - TRAFFIC PATTERN | Runway Status - DRY |
| Obstructions to Vision- NONE | | |
| Precipitation - NONE | | |
| Condition of Light - DAYLIGHT | | |

-----Personnel Information-----

| | | |
|--------------------------|------------------------|---|
| Pilot-In-Command | Age - 53 | Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - 185 |
| SE LAND | Months Since - 14 | Make/Model- 38 |
| | Aircraft Type - UNK/NR | Instrument- 2 |
| | | Last 24 Hrs - UNK/NR |
| | | Last 30 Days- UNK/NR |
| | | Last 90 Days- 4 |

Instrument Rating(s) - NONE

-----Narrative-----

N2032 HAD TAKEN OFF, REMAINED IN THE TRAFFIC PATTERN, & LANDED. N14JK HAD TAKEN OFF, OBTAINED A RADIO CHECK AT ALTITUDE, DESCENDED AND ENTERED THE TRAFFIC PATTERN. IMMEDIATELY AFTERLANDING N14JK RAN INTO N2032. N14JK REPORTEDLY MADE TWO RADIO CALLS IN THE TRAFFIC PATTERN. N2032 WAS EQUIPPED WITH A RADIO; HOWEVER, IT WAS REPORTED INOPERATIVE.

Brief of Accident (Continued)

File No. - 1905

10/06/85

HARTFORD, WI

A/C Reg. No. N2032

Time (Lc1) - 1400 CDT

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

1. COMM/NAV EQUIPMENT, TRANSMITTER - INOPERATIVE
2. RADIO COMMUNICATIONS - NOT ATTAINED - PILOT IN COMMAND
3. COMM/NAV EQUIPMENT, RECEIVER - INOPERATIVE
4. OBJECT - AIRCRAFT MOVING ON GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1936 10/27/85 PLAINFIELD, WI A/C Reg. No. N7840S Time (Lcl) - 0700 CST

-----Basic Information-----

| | | | | | | |
|--|--------------|-----------------|----------|---------|-------|------|
| Type Operating Certificate-AGRICULTURAL AIRCRAFT | | Aircraft Damage | Injuries | | | |
| Type of Operation | -POSITIONING | DESTROYED | Fatal | Serious | Minor | None |
| Flight Conducted Under | -14 CFR 91 | Fire | Crew 1 | 0 | 0 | 0 |
| Accident Occurred During | -DESCENT | NONE | Pass 0 | 0 | 0 | 0 |

-----Aircraft Information-----

| | | | | | |
|--------------|---------------------|----------------|----------------------------|-------------------------|-----------|
| Make/Model | - BELL TOMCAT 47G-5 | Eng Make/Model | - LYCOMING VO-435-B1A | ELT Installed/Activated | - NO -N/A |
| Landing Gear | - SKID | Number Engines | - 1 | Stall Warning System | - NO |
| Max Gross Wt | - 2850 | Engine Type | - RECIPROCATING-CARBURETOR | | |
| No. of Seats | - 1 | Rated Power | - 260 HP | | |

-----Environment/Operations Information-----

| | | | |
|------------------------|-------------------------|----------------------|-------------------|
| Weather Data | | Itinerary | Airport Proximity |
| Wx Briefing | - NO RECORD OF BRIEFING | Last Departure Point | OFF AIRPORT/STRIP |
| Method | - N/A | PLAINFIELD, WI | |
| Completeness | - N/A | Destination | Airport Data |
| Basic Weather | - VMC | LOCAL | |
| Wind Dir/Speed | - 300/005 KTS | ATC/Airspace | Runway Ident |
| Visibility | - 20.0 SM | Type of Flight Plan | - N/A |
| Lowest Sky/Clouds | - 25000 FT SCATTERED | Type of Clearance | - N/A |
| Lowest Ceiling | - NONE | Type Apch/Lndg | - N/A |
| Obstructions to Vision | - NONE | | |
| Precipitation | - NONE | | |
| Condition of Light | - DAWN | | |

-----Personnel Information-----

| | | | |
|--------------------------|------------------------|---------------------|----------------------------------|
| Pilot-In-Command | Age - 43 | Medical Certificate | - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) | |
| COMMERCIAL | Current - YES | Total - 6930 | Last 24 Hrs - 2 |
| SE LAND, ME LAND | Months Since - 22 | Make/Model - 5030 | Last 30 Days - 100 |
| HELICOPTER | Aircraft Type - 500-D | Instrument - 30 | Last 90 Days - 300 |
| | | Multi-Eng - 500 | Rotorcraft - 5534 |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED INTO TREES AND NOSED INTO THE WOODED TERRAIN AFTER A LOSS OF POWR. THE HELICOPTER HAD BEEN REFUELED THE DAY BEFORE THE ACC. NORMAL FUEL LOAD WAS 20 GALS. THE PLT HAD SPRAYED 20 ACRES & FLOWN 9 MILES TO ANOTHER FIELD TO SPRAY BUT ABORTED DUE TO WIND BEFORE A RETURN TO ARPT. THE DAY OF THE ACC THERE IS NO RECORD OF FUELING. THE PLT TOOK UP THE OPERATION WHERE HE HAD STOPPED BUT AFTER SPRAYING 10 ACRES HE STARTED BACK TO BASE. HE HAD FLOWN APRX 1/2 WAY BACK WHEN THE ENG QUIT. WITNESSES ON THE GROUND HEARD THE ENG POP & QUIT & SAW THE ACFT DESCENDING BUT COULD NOT SEE THE ACTUAL IMPACT DUE TO OBSTRUCTING TREES. THE FUEL TANKS OVER THE ENG HAD BUST DURING THE CRASH AND THERE WAS NO FIRE OR EVIDENCE OF FUEL SPILLAGE AT THE SCENE. NO MECHANICAL DISCREPANCIES OR HUMAN INPAIRMENT WAS REVEALED DURING THE INVESTIGATION EXCEPT EVIDENCE OF LACK OF FUEL.

Brief of Accident (Continued)

File No. - 1936

10/27/85

PLAINFIELD,WI

A/C Reg. No. N7840S

Time (Lcl) - 0700 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SUPPLY - EXCEEDED - PILOT IN COMMAND
2. PREFLIGHT PLANNING/PREPARATION - NOT PERFORMED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, COMPLACENCY - PILOT IN COMMAND
4. MAINTENANCE, SERVICE OF AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
5. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1980 5/21/85 CHARLESTON,WV A/C Reg. No. N8460M Time (Lcl) - 2158 EDT

-----Basic Information-----

| | | | | | | |
|--|-----------------|------|-------|---------|-------|------|
| Type Operating Certificate-NONE (GENERAL AVIATION) | Aircraft Damage | | | | | |
| | DESTROYED | | Fatal | Serious | Minor | None |
| Type of Operation -BUSINESS | Fire | Crew | 0 | 1 | 0 | 0 |
| Flight Conducted Under -14 CFR 91 | NONE | Pass | 2 | 0 | 0 | 0 |
| Accident Occurred During -APPROACH | | | | | | |

-----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 - FSS | Last Departure Point | OFF AIRPORT/STRIP |
| Method - TELEPHONE | KENT,OH | |
| Completeness - FULL | Destination | Airport Data |
| Basic Weather - IMC | CHARLESTON,WV | YEAGER |
| Wind Dir/Speed- 190/004 KTS | ATC/Airspace | Runway Ident - 23 |
| Visibility - 2.000 SM | Type of Flight Plan - VFR/IFR | Runway Lth/Wid - 6302/ 150 |
| Lowest Sky/Clouds - SCATTERED | Type of Clearance - IFR | Runway Surface - ASPHALT |
| Lowest Ceiling - 900 FT OVERCAST | Type Apch/Lndg - ILS-COMPLETE | Runway Status - WET |
| Obstructions to Vision- FOG | | |
| Precipitation - NONE | | |
| Condition of Light - NIGHT(DARK) | | |

-----Personnel Information-----

| | | |
|--------------------------|------------------------|--|
| Pilot-In-Command | Age - 31 | Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT |
| Certificate(s)/Rating(s) | Biennial Flight Review | Flight Time (Hours) |
| PRIVATE | Current - YES | Total - 351 |
| SE LAND | Months Since - 15 | Make/Model- 43 |
| | Aircraft Type - 172 | Instrument- 10 |
| | | Multi-Eng - UNK/NR |
| | | Last 24 Hrs - 4 |
| | | Last 30 Days- 9 |
| | | Last 90 Days- 40 |
| | | Rotorcraft - UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH THE TERRAIN ABOUT 1 MILE SHORT OF THE RWY THRESHOLD DURING AN IFR APPRCH ON A DARK NIGHT IN IMC WX. THE PLT HAD BEEN BRIEFED ON THE WX AND WAS GIVEN THE CEILING AT HIS DESTINATION AS BELOW VFR MINIMUMS . THE NON-INSTRUMENT RATED PLT CHOSE TO TRY AN APPROACH ANYWAY INSTEAD OF GOING TO AN ALTERNATE ARPT.

Brief of Accident (Continued)

File No. - 1980

5/21/85

CHARLESTON,WV

A/C Reg. No. N8460M

Time (Lcl) - 2158 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - FOG
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER DECISION,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
4. WEATHER EVALUATION - POOR - PILOT IN COMMAND
5. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
7. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
8. LIGHT CONDITION - DARK NIGHT
9. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

10. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
11. IMPROPER DECISION,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
12. IFR PROCEDURE - NOT UNDERSTOOD - PILOT IN COMMAND
13. IMPROPER DECISION,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,9,10,11,12,13

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1983 8/30/85 PROCTOR, WV A/C Reg. No. N4195Y Time (Lcl) - UNK/NR

-----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 | 1 | Serious | Minor | None |
| Accident Occurred During -MANEUVERING | | | 0 | 0 | 0 | 0 |

-----Aircraft Information-----

| | | |
|------------------------------------|---------------------------------------|----------------------------------|
| Make/Model - BELLANCA 8KCAB | Eng Make/Model - LYCOMING AEIO-320E1B | ELT Installed/Activated - YES/NO |
| Landing Gear - TAILWHEEL-ALL FIXED | Number Engines - 1 | Stall Warning System - UNK/NR |
| Max Gross Wt - 1800 | Engine Type - RECIP-FUEL INJECTED | |
| No. of Seats - 2 | Rated Power - 150 HP | |

-----Environment/Operations Information-----

| | | |
|-------------------------------------|----------------------------|----------------------|
| Weather Data | Itinerary | Airport Proximity |
| Wx Briefing - NO RECORD OF BRIEFING | Last Departure Point | OFF AIRPORT/STRIP |
| Method - N/A | BALTIMORE, MD | |
| Completeness - N/A | Destination | Airport Data |
| Basic Weather - VMC | XENIA, OH | |
| Wind Dir/Speed- UNK/NR | ATC/Airspace | Runway Ident - N/A |
| Visibility - UNK/NR | Type of Flight Plan - NONE | Runway Lth/Wid - N/A |
| Lowest Sky/Clouds - UNK/NR | Type of Clearance - NONE | Runway Surface - N/A |
| Lowest Ceiling - UNK/NR | Type Apch/Lndg - NONE | Runway Status - N/A |
| Obstructions to Vision- UNK/NR | | |
| Precipitation - UNK/NR | | |
| Condition of Light - 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 - UNK/NR |
| SE LAND | Months Since - 5 | Last 24 Hrs - UNK/NR |
| | Aircraft Type - 150 | Make/Model- UNK/NR |
| | | Last 30 Days- UNK/NR |
| | | Instrument- UNK/NR |
| | | Last 90 Days- UNK/NR |
| | | Multi-Eng - UNK/NR |
| | | Rotorcraft - UNK/NR |

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS ARTD MSG AND WAS THE OBJECT OF A SEARCH FROM 9-1-85 TO 9-12-85. ACFT FOUND IN REMOTE AREA OF MTNS AND DENSE WOODS BY MAN ON FOOT HUNTING GINSENG ON 9-16-85. NO WITNESSES FOUND. RESIDENTS IN AREA REPORTED RAIN ALL DAY ON 8-30-85 AND IT WAS HEAVY AT TIMES. THERE WAS AN APPROX. LEVEL PATH OF BROKEN TREES/LIMBS INTO MOUNTAINIDE AT THE SITE.

Brief of Accident (Continued)

File No. - 1983

8/30/85

PROCTOR,WV

A/C Reg. No. N4195Y

Time (Lc1) - UNK/NR

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. WEATHER CONDITION - RAIN
5. IN-FLIGHT PLANNING/DECISION - NOT POSSIBLE - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
7. WEATHER CONDITION - LIGHTNING
8. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SELF-INDUCED PRESSURE - PILOT IN COMMAND
10. LIGHT CONDITION - DAYLIGHT
11. WEATHER EVALUATION - POOR - PILOT IN COMMAND
12. IMPROPER DECISION,SELF-INDUCED PRESSURE - PILOT IN COMMAND
13. OBJECT - TREE(S)
14. JUDGEMENT - POOR - PILOT IN COMMAND
15. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
16. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,8,9,11,12,15,16

Factor(s) relating to this accident is/are finding(s) 6,14

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1866

8/09/85

RIVERTON,WY

A/C Reg. No. N4941P

Time (Lc1) - 0815 MDT

-----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 - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 010/013 KTS

Visibility - 40.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - 10000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CASPER,WY

Destination

RIVERTON,WY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

RIVERTON REGIONAL

Runway Ident - 17

Runway Lth/Wid - N/A

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 34

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

| | | | | |
|-------------|----|---------------|---------------|---|
| Total | - | 44 | Last 24 Hrs - | 0 |
| Make/Model- | 38 | Last 30 Days- | UNK/NR | |
| Instrument- | 2 | Last 90 Days- | 34 | |

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT ATTEMPTED TO LAND ON RWY 17. THE WIND WAS REPORTED TO BE FROM 010 DEGS AT 13 KTS. THE ACFT TOUCHED DOWN HALFWAY DOWN THE RWY. THE PLT ATTEMPTED TO GO AROUND BUT ABORTED BECAUSE OF THE TAILWIND. THE ACFT RAN OFF THE END OF THE RWY AND COLLIDED WITH A FENCE.

Brief of Accident (Continued)

File No. - 1866

8/09/85

RIVERTON, WY

A/C Reg. No. N4941P

Time (Lc1) - 0815 MDT

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. WEATHER CONDITION - TAILWIND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
5. ABORTED LANDING - ATTEMPTED - PILOT IN COMMAND
6. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
7. OBJECT - FENCE

-----Probable Cause-----

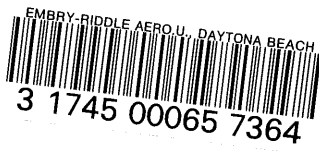
The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5

Factor(s) relating to this accident is/are finding(s) 2

NTSB-AAB-86-24

Brief Format
U.S. Civil and Foreign
Aviation Issue Number 10
of 1985 Accidents

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