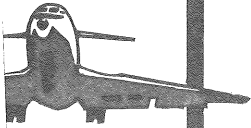


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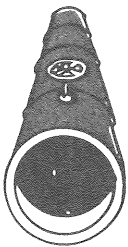
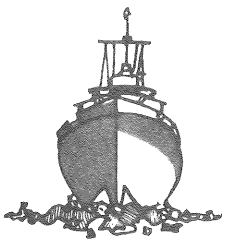
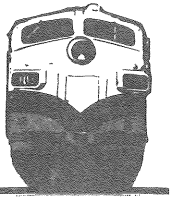
# NATIONAL TRANSPORTATION SAFETY BOARD



WASHINGTON, D.C. 20594

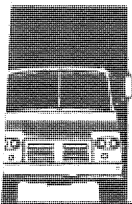
## AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 11, 1985 ACCIDENTS



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UNITED STATES GOVERNMENT



**TECHNICAL REPORT DOCUMENTATION PAGE**

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12. Sponsoring Agency Name and Address  NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594				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 align="center">File Numbers: 2001 through 2200</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.

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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 cowling, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered "Substantial Damage" for the purpose of this part.

## OCCURRENCE

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

## Gear Collapsed

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

### TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

#### 1. GENERAL AVIATION

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

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

##### Personal

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

##### Business

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

##### Corporate/Executive Operations

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

##### Instructional Flying

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

##### Other Flying

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

## 2. AIR CARRIER

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

### Airframe/Component/System Failure/Malfunction

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

### Powerplant - Loss of Power

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

### PHASE OF OPERATION

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

### CAUSES AND RELATED FACTORS

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

### BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 11

CALENDAR YEAR 1985

## File Order Listing - Issue No. 11, 1985

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2001	385EH	041985	VALDEZ, AK	BELL HELICOP	BH-206-B	NONE	2
2002	68563	061085	ANCHORAGE, AK	BELLANCA	7GCBC	NONE	8
2003	4621Y	051085	ILIAMNA, AK	PIPER	PA-18-150	SERIOUS	4
2004	5815T	051385	ANCHORAGE, AK	CESSNA	C-185	NONE	6
2005	5418F	083085	ENGLEWOOD, CO	PIPER	PA-28-181	MINOR	78
2006	41440	091585	CHENANGO BRIDGE, NY	PIPER	J-3	SERIOUS	272
2007	336PL	101185	ALBANY, NY	BEECH	BE-99	NONE	278
2008	402V	092385	FORT LAUDERDALE, FL	CESSNA	402C	NONE	126
2009	264OR	092585	HAMBURG, NY	GRUMMAN AMER	AA-1B	MINOR	274
2010	8831F	100485	PERRY, GA	PIPER	PA-32-300	SERIOUS	150
2011	67399	031485	NORWALK, IA	CESSNA	152	NONE	158
2012	9763Q	081585	PRESTONBURG, KY	SMITH	AEROSTAR 6	NONE	186
2013	18SE	090685	COLUMBIA, SC	SWEARINGEN	SA-26AT	NONE	322
2014	19099	121585	MANNING, SC	CESSNA	150L	NONE	326
2015	8852U	110885	HAZELHURST, MS	CESSNA	172F	NONE	236
2016	6707V	073085	CAMDEN, SC	BELLANCA	17-30A	NONE	320
2017	44687	120685	HICKORY, NC	CESSNA	152	NONE	246
2018	1603H	122285	ATLANTA, GA	CESSNA	177RG	NONE	154
2019	31131	111485	GIG HARBOR, WA	BRISBIN	PIENTENPOL	MINOR	390
2020	15721	110485	WRANGELL, AK	CESSNA	180D	NONE	24
2021	8343G	050585	LAS VEGAS, NM	CESSNA	421C	SERIOUS	256
2022	8359B	032185	VAIL, CO	PIPER	PA-28-181	FATAL	68
2023	16646	071585	ANNEVILLE, KY	BELL	206B	NONE	182
2024	47BM	082685	OCALA, FL	SILVAIRE AIR	LUSCOMBE 8	FATAL	98
2025	3684X	090985	OAK HILL, FL	AERO COMMAND	100	MINOR	104



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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2026	100HK	061785	BAILEY, CO	CESSNA	402B	FATAL	72
2027	5642B	073085	LA SALLE, CO	CESSNA	C-182	FATAL	74
2028	707UR	083185	MONUMENT VALLEY, UT	CESSNA	182D	NONE	376
2029	52456	090485	MONUMENT VALLEY, UT	CESSNA	172P	NONE	378
2030	5488W	090885	KEY WEST, FL	PIPER	PA-28-160	FATAL	100
2031	5145D	092285	TROY, MT	CESSNA	182A	NONE	238
2032	7202A	081585	KILLDEER, ND	CESSNA	C-172	NONE	248
2033	1222B	091985	BOULDER, CO	CESSNA	425	NONE	84
2034	4395C	101385	ALBUQUERQUE, NM	RAVEN	S60A	SERIOUS	260
2035	25590	090985	OPA LOCKA, FL	CESSNA	152	NONE	102
2036	3562G	091785	HOLYOKE, CO	PIPER	PA-28-181	NONE	82
2038	489R	110285	SONOMA, CA	LEWIS-PEXTON	RV-4	FATAL	64
2039	33461	102485	GREEN VALLEY, AZ	PIPER	J3	NONE	46
2040	7086S	092885	LEBANON, TN	CESSNA	150H	MINOR	330
2041	733KU	110385	GREER, SC	CESSNA	172N	NONE	324
2042	5709C	092885	MARATHON, NY	CESSNA	C-170A	NONE	276
2044	4298K	101985	TOBYHANNA, PA	PIPER	PA-28-236	FATAL	318
2045	756FX	102985	FUNTER BAY, AK	CESSNA	C206	NONE	22
2046	5635D	120785	IDAHO FALLS, ID	MAULE	M-5-180C	NONE	162
2047	3534M	111285	IMNAHA, OR	PIPER	PA-12	NONE	306
2048	92746	091885	PANALA, AL	CESSNA	182N	NONE	32
2049	170CE	102385	COLORADOSPRINGS, CO	CESSNA	170B	NONE	88
2050	9880V	081885	AURORA, CO	CESSNA	172 M	NONE	76
2051	2711X	033085	ASPEN, CO	CESSNA	402C	NONE	70
2052	4608X	081185	SELMA, AL	CESSNA	150G	FATAL	30

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2053	20517	090885	EMMETSBURG, IA	CESSNA	172 M	SERIOUS	160
2054	3263R	101585	PAYNE GAP, KY	PIPER	PA-28	SERIOUS	188
2055	1417J	052685	WOODBIDGE, VA	ROCKWELL INT	112B	FATAL	382
2056	992SB	082885	CONOVER, NC	BEECH AIRCRA	C-99	FATAL	242
2057	4649X	123185	CARLISLE, AR	CESSNA	150	NONE	36
2058	62994	091785	WEST MIFFLIN, PA	PIPER	PA-31-350	MINOR	314
2059	8499U	082185	VILLA RICA, GA	CESSNA	172E	NONE	146
2060	52503	080185	STORMVILLE, NY	CESSNA	172P	SERIOUS	270
2061	8105D	051785	MOOSE RIVER, NY	PIPER	PA-18	NONE	264
2062	95141	072885	DUANESBURG, NY	PIPER	PA-28-140B	NONE	266
2063	5197U	073085	DUANESBURG, NY	CESSNA	206	MINOR	268
2064	777PL	030685	SEPULVEDA, CA	TED SMITH	601	FATAL	48
2065	8460Z	031485	LOGAN, UT	PIPER	PA-28	FATAL	374
2066	757MP	063085	GAITHERSBURG, MD	CESSNA	152	NONE	204
2067	12740	070585	HAGERSTOWN, MD	CESSNA	172M	NONE	206
2068	110CF	072785	DELAWARE, OH	PIPER	PA-32-300	NONE	286
2069	59221	050585	HAMILTON, OH	STEARMAN	PT 17	NONE	280
2070	732RX	032285	FLORA, IN	CESSNA	T210M	MINOR	172
2071	7338F	082285	TURLOCK, CA	CESSNA	172N	NONE	62
2072	885J	092885	MANCHESTER, MA	GRUMMAN	AA-5B	MINOR	202
2073	2711U	120585	PENDLETON, OR	CESSNA	335	SERIOUS	308
2074	23004	061385	JEFFERSONVILLE, OH	LUSCOMBE	8A	FATAL	282
2075	9391H	092185	FREEMONT, OH	CESSNA	172 M	NONE	290
2076	4463	083185	MARENGO, IL	THORNHILL	REPLICA TS	NONE	168
2077	8273H	083085	HOLLANDALE, MN	CALLAIR	A-9	NONE	220

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2078	8488H	122085	GRAND RAPIDS, MI	ROBINSON	R22A	FATAL	218
2080	39087	062485	SAN JOSE, CA	LUSCOMBE	8A	NONE	56
2081	1659D	090585	BUCKEYE, AZ	CESSNA	170B	NONE	44
2082	84JR	062585	RIO LINDA, CA	LESLIE J. RO	VARI- EZE	SERIOUS	58
2083	3864P	111285	WICHITA, KS	CESSNA	P210N	FATAL	180
2084	4894B	091385	PANAMA CITY, FL	CESSNA	152	NONE	108
2084	757HM	091385	PANAMA CITY, FL	CESSNA	152	NONE	110
2085	5844Q	081785	COLUMBUS, GA	MOONEY	M20C	FATAL	144
2086	11VS	080585	WALWORTH, WI	CESSNA	182Q	FATAL	400
2087	55024	090685	RAVENNA, OH	PIPER	PA28R-200	FATAL	288
2088	1223D	071685	OLNEY, IL	CESSNA	170A	FATAL	166
2089	8503E	073185	EUREKA, WI	PIPER	PA-28-181	NONE	398
2090	19293	071885	BAINBRIDGE, IN	CESSNA	150L	FATAL	176
2091	19T	062085	BIRMINGHAM, AL	BEECH	E18S	FATAL	28
2091	1032	062085	BIRMINGHAM, AL	MC DONNELL D	RF-4C	FATAL	26
2093	1152T	122985	DES MOINES, WA	MOONEY AIRCR	M20K	FATAL	392
2094	5959Q	102785	MERIDIAN, MS	MOONEY	M20E	MINOR	234
2095	68303	041385	FRANKLIN, LA	CESSNA	152	FATAL	192
2096	8954V	061685	DECATUR, IN	CESSNA	172 M	NONE	174
2097	3859R	062885	COLEMAN, WI	CESSNA	172H	NONE	396
2098	5331P	100185	RAVENNA, OH	CESSNA	152	NONE	292
2099	39684	091585	RANDALL, MN	WIPPLER	CASSUT III	MINOR	222
2100	10285	112185	PEKIN, IL	ROCKWELL	112	MINOR	170
2101	92302	110185	KENOSHA, WI	CESSNA	182N	SERIOUS	402
2102	4056L	102985	COMSTOCK PARK, MI	BALLOON WORK	FIREFLY 7	NONE	214

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2103	9422N	101385	TROY, MI	PIPER	PA-28R-200	NONE	212
2104	24ET	100485	SARASOTA, FL	CESSNA	414	NONE	130
2105	52637	091785	ORMOND BEACH, FL	CESSNA	177RG	NONE	118
2106	1767Q	091585	INDIANTOWN, FL	CESSNA	150L	MINOR	112
2107	89989	091585	WESLEY CHAPEL, FL	CESSNA	172P	NONE	114
2108	12HD	091185	OKEECHOBEE, FL	JODEL	D-9	FATAL	106
2109	1401K	092385	MEDLEY, FL	AEROFAB, INC	LAKE LA-4-	SERIOUS	124
2110	2565H	102585	NORTH CONWAY, NH	SCHWEIZER	SGS-1-35C	FATAL	252
2111	6419N	080285	CHAMBLEE, GA	CESSNA	210N	NONE	142
2112	613MC	043085	BROWNWOOD, TX	BEECH	B 55	FATAL	338
2113	8929Q	050985	COLUSA, CA	ROCKWELL INT	S-2R	NONE	52
2114	8141E	072085	COMPTON, CA	MOONEY	M20A	NONE	60
2115	1217M	041685	CHINLE, AZ	CESSNA	177	NONE	42
2116	36156	043085	HEMET, CA	SCHWEIZER	SGS1-36	NONE	50
2117	9186W	092185	SUGAR CITY, CO	PIPER	PA-28-235	NONE	86
2118	14331	083185	PEYTON, CO	PIPER	PA-18-150	FATAL	80
2119	2765U	100185	CHAPEL HILL, NC	CESSNA	172	FATAL	244
2120	95WA	071685	LOUISVILLE, KY	BEECH	99	NONE	184
2121	136BS	092785	LAFAYETTE, GA	BEECH	A36	FATAL	148
2122	9629U	100385	HURRICANE, WV	GRUMMAN AMER	AA-5	FATAL	404
2123	83745	050585	SAN ANGELO, TX	ROBINSON	R-22 HP	FATAL	340
2124	8760S	092685	HOLLY SPRINGS, MS	CESSNA	150F	SERIOUS	232
2125	8042C	111785	OSAGE BEACH, MO	PIPER	PA-22-135	FATAL	228
2126	5338	040185	NORMAN, OK	GRUMMAN	AG CAT G-1	SERIOUS	298
2127	2361C	042585	ROCKWALL, TX	AIR TRACTOR	AT301-A	MINOR	334

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2128	76L	042585	TILDEN, TX	PARTENAVIA	P68C	SERIOUS	336
2129	17ONX	042885	AMA, LA	CESSNA	170B	SERIOUS	194
2130	84691	101385	KILLEEN, TX	PIPER	PA-28-161	SERIOUS	366
2131	126P	090885	ROCKDALE, TX	SCHWEIZER	SGS 1-26C	MINOR	364
2132	1257Y	083185	DRUMRIGHT, OK	CESSNA	150B	MINOR	302
2133	8043C	090385	WESTBROOK, TX	PIPER	PA-28-181	SERIOUS	362
2134	9457	080985	FOLLETT, TX	CESSNA	182Q	SERIOUS	360
2135	5321Q	070785	KILLEEN, TX	CESSNA	150L	NONE	356
2136	2342N	070385	GRANBURY, TX	PIPER	PA-38	NONE	354
2137	22BD	052685	LUBBOCK, TX	PITTS SPECIA	S-1C	MINOR	348
2138	5285X	051185	CHATTANOOGA, OK	CHAMPION	7KCAB	FATAL	300
2139	2367F	050885	NATCHITOCHES, LA	CESSNA	210E	SERIOUS	196
2140	1361E	051785	ANAHUAC, TX	AIRTRACTOR I	AT301	SERIOUS	344
2141	72WF	120685	HOUSTON, TX	CESSNA	T210N	MINOR	370
2142	6069E	102585	KREMLIN, OK	CESSNA	172	NONE	304
2143	9892Q	101985	HOUSTON, TX	CESSNA	172 M	MINOR	368
2144	4697D	052385	WICHITA FALLS, TX	BEECHCRAFT	H35	SERIOUS	346
2145	3121Q	080185	PORT ALSWORTH, AK	CESSNA	C-182K	NONE	14
2146	9480M	081285	MOUNTAIN VILLAG, AK	CESSNA	C-207	NONE	18
2147	9213P	091685	LEESBURG, FL	PIPER AIRCRA	PA-24-260	NONE	116
2148	1496X	011585	FLORIDANA, FL	PIPER	PA-32-300	NONE	96
2149	40532	061785	SOMONAU, IL	BALLOON WORK	FIREFLY AX	SERIOUS	164
2150	83CJ	070685	PITTSBURGH, PA	MESSERSCHMIT	GMB0-105C	MINOR	310
2151	90885	040185	PORT ELIZABETH, NJ	SIKORSKY	S-55B	MINOR	254
2152	CGFIE	070885	THURMONT, MD	CESSNA	172-RG	NONE	208

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2153	9963M	090985	BIG RIVER, AK	CESSNA	C-206	NONE	20
2154	2821Y	091485	WILLIAMSBURG, VA	PIPER	PA-32-300	MINOR	384
2155	3298Q	091585	CHESWOLD, DE	CESSNA	401	NONE	94
2156	8577P	071385	MIDDLETOWN, DE	PIPER	PA-24-260	SERIOUS	92
2157	67A	042585	FISHERSVILLE, VA	BEECH	E18S	NONE	380
2158	49873	091985	LANTANA, FL	CESSNA	C-152	NONE	120
2158	8376F	091985	LANTANA, FL	HUGHES HELIC	269C	NONE	122
2159	1886D	092985	WEXFORD, PA	BEECHCRAFT	C35	NONE	316
2160	1604U	111185	OVERTON, NV	CESSNA	T210N	NONE	262
2161	28833	021685	CHENEY, WA	LUSCOMBE	8A	NONE	388
2162	20338	080485	WASILLA, AK	CESSNA	C-172M	NONE	16
2163	1109A	071885	MCCARTHY, AK	PIPER	PA-18-150	FATAL	12
2164	1728U	102785	STERLING, CO	CESSNA	T210NII	NONE	90
2165	9045L	071885	GLENNALLEN, AK	CHAMPION	7KCAB	NONE	10
2166	73708	041485	CAMP VERDE, AZ	CESSNA	172M	FATAL	40
2166	6439R	041485	CAMP VERDE, AZ	PIPER	PA-28-140	FATAL	38
2167	5781V	020685	EUREKA, UT	BEECH	BE-23-24	FATAL	372
2168	4579C	111285	EUREKA, CA	JOHN PATRICK	BENSEN B-8	FATAL	66
2169	3064H	082785	CARLISLE, PA	ENGINEERING	415-C	FATAL	312
2170	21328	100685	LAKE CITY, FL	CESSNA	C-182P	NONE	136
2171	4007K	100585	TALLAHASSEE, FL	NORTH AMERIC	NAVION	NONE	134
2172	7602D	100685	ST. PETERSBURG, FL	CESSNA	172	NONE	138
2173	2443X	100485	PAHOKEE, FL	PIPER	PA-36-375	NONE	128
2174	3179X	061585	LAHAINA, HI	BELL	206B-III	NONE	156
2175	14VV	100585	WILLARD, MO	QUICKIE	Q2	NONE	226

## File Order Listing - Issue No. 11, 1985

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2176	2011M	032185	GALVESTON, TX	BEECH	C24R	FATAL	332
2177	49396	101285	STEVENSVILLE, MD	CESSNA	152	NONE	210
2178	8422K	101985	THE PLAINS, VA	STINSON	108-1 VOYA	NONE	386
2179	8139P	091685	CLOQUET, MN	GULFSTREAM	500-S	FATAL	224
2180	7357L	061485	RAVENNA, OH	GRUMMAN AMER	AA-1B	SERIOUS	284
2181	68V	042085	JANESVILLE, WI	BEECH	E18S	NONE	394
2182	9303F	121885	STONE MOUNTAIN, GA	HUGHES	269B	NONE	152
2183	60C	100585	ISLAMORADA, FL	BELL HELICOP	206L	NONE	132
2184	8895E	121285	OMAHA, NE	PIPER	PA-32-300	SERIOUS	250
2185	231KB	110385	SPRING HILL, KS	MOONEY AIRCR	M20K	NONE	178
2186	22WC	053085	SAN JOSE, CA	BEECH AIRCRA	65-A90	NONE	54
2187	9081T	052985	FREEMAN, SD	TOMCAT HELIC	TOMCAT MAR	MINOR	328
2188	59SP	100585	PECOS, NM	UNIVERSAL SY	GBN-41-100	MINOR	258
2189	8807Z	103085	BANGOR, MI	EAGLE AIRCRA	DW-1	NONE	216
2190	39516	021285	HEALDTON, OK	PIPER	PA-32RT-30	FATAL	296
2190	1162N	021285	HEALDTON, OK	MOONEY	M20J	FATAL	294
2191	9854Q	100885	LUXORA, AR	CESSNA	C-172M	FATAL	34
2192	600CM	082385	FLAT ROCK, NC	PIPER	PA-31T	FATAL	240
2193	613RR	071285	FORT WORTH, TX	GATES LEARJE	35A	NONE	358
2194	2762X	012285	LAFAYETTE, LA	BELL HELICOP	206L-1	NONE	190
2195	4507V	060785	PINEVILLE, LA	PIPER	PA-28RT-20	FATAL	200
2196	1785J	092385	GULFPORT, MS	PIPER	PA-28-140	FATAL	230
2197	8496J	062385	TEMPLE, TX	CESSNA	150	FATAL	352
2197	48891	062385	TEMPLE, TX	CESSNA	152	FATAL	350
2198	737ZL	051285	ODESSA, TX	CESSNA	182RG	FATAL	342

File Order Listing - Issue No. 11, 1985

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2199	5097H	060285	BOGALUSA, LA	CESSNA	152	FATAL	198
2200	2805V	102085	ZELLWOOD, FL	BEECH	BE 35	SERIOUS	140



AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 11 OF 1985 ACCIDENTS

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2001      4/19/85      VALDEZ, AK      A/C Reg. No. N385EH      Time (Lc1) - 1600 AST

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

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

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

Make/Model	- BELL HELICOPTER BH-206-B	Eng Make/Model	- ALLISON 250-C20	ELT Installed/Activated	- YES/NO
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3200	Engine Type	- TURBOSHAFT		
No. of Seats	- 4	Rated Power	- 317 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- UNK/NR	ON AIRPORT	
Method	- UNK/NR		
Completeness	- UNK/NR	Airport Data	
Basic Weather	- VMC	VALDEZ	
Wind Dir/Speed	- CALM	Runway Ident	- 12
Visibility	- 3.000 SM	Runway Lth/Wid	- 12/ 12
Lowest Sky/Clouds	- 3000 FT SCATTERED	Runway Surface	- ASPHALT
Lowest Ceiling	- 8000 FT OVERCAST	Runway Status	- DRY
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 6250	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 11	Make/Model - 1306	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - 206B	Instrument - 170	Last 90 Days - UNK/NR
		Multi-Eng - 45	Rotorcraft - 5400

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PILOT IN COMMAND STATED THAT HE WAS ON FINAL APPROACH AND AT 125 FEET AGL, HE HEARD THE LOW RPM AUDIO WARNING AND HE IMMEDIATELY ENTERED AN AUTOROTATION BY LOWERING THE COLLECTIVE TO THE FULL DOWN POSITION AND CLOSING THE THROTTLE TO THE FLIGHT IDLE POSITION. HE COMPLETED AN AUTOROTATIONAL LANDING AND HE STATED HIS TOUCHDOWN SPEED WAS TOO FAST, SO HE APPLIED AFT CYCLIC TO STOP THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 2001

4/19/85

VALDEZ, AK

A/C Reg. No. N385EH

Time (Lcl) - 1600 AST

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

Finding(s)

1. ENGINE ASSEMBLY - FAILURE, PARTIAL
2. ENGINE ASSEMBLY - UNDETERMINED

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

Finding(s)

3. CYCLIC - IMPROPER USE OF - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
5. JUDGEMENT - INADEQUATE - PILOT IN COMMAND
6. AUTOROTATION - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2003      5/10/85      ILIAMNA, AK      A/C Reg. No. N4621Y      Time (Lc1) - 1800 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

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

Eng Make/Model - LYCOMING O-320-A2A  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - IMC  
Wind Dir/Speed- UNK/NR  
Visibility      - 1.000 SM  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - OBSCURED  
Obstructions to Vision- FOG  
Precipitation      - NONE  
Condition of Light      - DUSK

Itinerary

Last Departure Point  
KING SALMON, AK  
Destination  
ILIAMNA, AK

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 33  
Biennial Flight Review  
Current      - YES  
Months Since      - 11  
Aircraft Type      - UNK/NR

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

Total	-	1369	Last 24 Hrs	-	8
Make/Model-	1369		Last 30 Days-	UNK/NR	
Instrument-	2		Last 90 Days-	50	

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT IN COMMAND STATED HE WAS FLYING IN WHITEOUT CONDITIONS WHEN HE OBSERVED AN ISLAND PASS BY THE RIGHT SIDE OF THE AIRPLANE. HE STARTED A RIGHT TURN AND THE RIGHT WING STRUCK THE LAKE ICE SURFACE. HE STATED HE DID NOT REALIZE HE WAS THAT LOW.

Brief of Accident (Continued)

File No. - 2003

5/10/85

ILIAMNA,AK

A/C Reg. No. N4621Y

Time (Lc1) - 1800 ADT

-----  
Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. TERRAIN CONDITION - ICY
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER DECISION, SPATIAL DISORIENTATION - PILOT IN COMMAND
4. TERRAIN CONDITION - SNOW COVERED
5. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
6. WEATHER CONDITION - SNOW
7. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
8. WEATHER CONDITION - WHITEOUT
9. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
10. LIGHT CONDITION - DUSK
11. 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) 5,7,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,8,10,11

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2004

5/13/85

ANCHORAGE, AK

A/C Reg. No. N5815T

Time (Lcl) - 1040 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - CESSNA C-185  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 3200  
No. of Seats - 6

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

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

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

Weather Data

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

Wind Dir/Speed- 190/004 KTS  
Visibility - 90.0 SM

Lowest Sky/Clouds - 20000 FT THIN OVC  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ANCHORAGE, AK  
Destination  
ANCHORAGE, AK

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

MERRILL  
Runway Ident - 24  
Runway Lth/Wid - 3999/ 100  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND, SE SEA

Age - 50

Biennial Flight Review

Current - UNK/NR  
Months Since - 1  
Aircraft Type - 185

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1287	Last 24 Hrs	- UNK/NR
Make/Model-	70	Last 30 Days-	UNK/NR
Instrument-	36	Last 90 Days-	3

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT IN COMMAND TOUCHED DOWN ON A DRY RUNWAY IN A CRAB ANGLE AND LOST CONTROL OF THE AIRPLANE RESULTING IN GROUND LOOP.

Brief of Accident (Continued)

File No. - 2004

5/13/85

ANCHORAGE, AK

A/C Reg. No. N5815T

Time (Lcl) - 1040 ADT

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

Finding(s)

1. AIRCRAFT HANDLING - ATTEMPTED - PILOT IN COMMAND
2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2      DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation      LANDING - ROLL

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2002      6/10/85      ANCHORAGE, AK      A/C Reg. No. N68563      Time (Lcl) - 1911 ADT

-----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      -DESCENT

Fire  
NONE

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

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

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

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

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

Weather Data

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

Basic Weather      - VMC

Wind Dir/Speed- 180/010 KTS  
Visibility      - 150.0 SM  
Lowest Sky/Clouds      - 8000 FT THIN OVC  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
ANCHORAGE, AK  
Destination  
ANCHORAGE, 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, COMMERCIAL  
SE LAND, SE SEA  
FREE BALLOON

Age - 36

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 188	Last 24 Hrs	- UNK/NR
Make/Model-	131	Last 30 Days-	UNK/NR
Instrument-	3	Last 90 Days-	4

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT IN COMMAND EXECUTED A STEP TURN RESULTING IN HIS FINAL TAKEOFF PATH DOWNWIND WHICH WOULD HAVE PLACED THE AIRPLANE'S FLIGHT PATH OVER THE BANK WITH THE LEAST OBSTRUCTIONS, EXCEPT FOR THE SMALL SCRUB TREE. THE AIRPLANE STRUCK THE SMALL SCRUB TREE AND TRAVELED ANOTHER 450 FEET BEFORE STRIKING LARGER TREES AND FINALLY COMING TO REST FACING A HEADING OF 150 DEGREES MAGNETIC.



Brief of Accident (Continued)

File No. - 2002

6/10/85

ANCHORAGE, AK

A/C Reg. No. N68563

Time (Lcl) - 1911 ADT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - MISJUDGED - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND
6. IMPROPER DECISION - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2165      7/18/85      GLENNALLEN, AK      A/C Reg. No. N9045L      Time (Lc1) - 1605 ADT

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing      - NO RECORD OF BRIEFING</p> <p>Method            - N/A</p> <p>Completeness    - N/A</p> <p>Basic Weather    - VMC</p> <p>Wind Dir/Speed- 360/005 KTS</p> <p>Visibility        - 90.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling    - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation     - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance    - NONE</p> <p>Type Apch/Lndg       - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>ROAD COMM NO 1</p> <p>Runway Ident      - 36</p> <p>Runway Lth/Wid    - 1200/ 30</p> <p>Runway Surface    - GRAVEL</p> <p>Runway Status     - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 39</p> <p>Biennial Flight Review</p> <p>Current            - YES</p> <p>Months Since      - 4</p> <p>Aircraft Type      - PA-28</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total             - 300</p> <p>Make/Model-        100</p> <p>Instrument-         50</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - 7</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 17</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT-IN-COMMAND MADE A LOW PASS OVER THE AIRSTRIIP FROM SOUTH TO NORTH AND UPON REACHING THE DEPARTURE END BEGAN A RIGHT HAND TURN AT 50 TO 75 FOOT ABOVE GROUND LEVEL. UPON REACHING 30 TO 40 DEGREES ANGLE OF BANK, HE LOST CONTROL OF THE AIRPLANE. INSPECTION REVEALED NO MECHANICAL DISCREPANCIES AND THE PILOT-IN-COMMAND REPORTED THE WIND TO BE FROM 360 DEGREES AT 5 KNOTS.

Brief of Accident (Continued)

File No. - 2165

7/18/85

GLENNALLEN, AK

A/C Reg. No. N9045L

Time (Lc1) - 1605 ADT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2163      7/18/85      MCCARTHY,AK      A/C Reg. No. N1109A      Time (Lc1) - 2145 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

0

1

Injuries

Serious

1

0

Minor

0

0

None

0

0

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 90.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

NO NAME  
Runway Ident - UNK/NR  
Runway Lth/Wid - 600/ 25  
Runway Surface - GRASS/TURF  
Runway Status - HIGH VEGETATION

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

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

Age - 41  
Biennial Flight Review  
Current - YES  
Months Since - 5  
Aircraft Type - C-172

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

Total - 282  
Last 24 Hrs - 4  
Make/Model- 82  
Last 30 Days- UNK/NR  
Instrument- 11  
Last 90 Days- 78

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT-IN-COMMAND WAS DEPARTING FROM A 600 FOOT LONG AIRSTRIP AT A 3400 FOOT FIELD ELEVATION. THE TAKEOFF RUN WAS DOWNSLOPE AND THE PILOT HAD TO PULL THE AIRPLANE OFF THE GROUND BY USE OF THE CONTROL STICK AND THE APPLICATION OF FULL FLAPS, THE 40 DEGREE POSITION. THE AIRPLANE LIFTED OFF BUT WOULD NOT CLIMB. THE PILOT HAD TO MANEUVER AROUND A HILL AND HE LOWERED THE NOSE AND REDUCED THE FLAPS TO 20 DEGREES IN AN EFFORD TO GAIN AIRSPEED. THE AIRPLANE CONTINUED TO DESCEND AND FLEW INTO THE GROUND WHEREUPON IT NOSED OVER AND BURNED.

Brief of Accident (Continued)

File No. - 2163

7/18/85

MCCARTHY,AK

A/C Reg. No. N1109A

Time (Lc1) - 2145 ADT

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

Finding(s)

1. RAISING OF FLAPS - IMPROPER USE OF - PILOT IN COMMAND
  2. ELEVATOR - IMPROPER USE OF - PILOT IN COMMAND
- 

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

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION
  4. TERRAIN CONDITION - DOWNHILL
- 

Occurrence #3        FIRE/EXPLOSION  
Phase of Operation   STANDING

-----  
----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. - 2145      8/01/85      PORT ALSWORTH, AK      A/C Reg. No. N3121Q      Time (Lcl) - 1900 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	3
Accident Occurred During -LANDING					

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

Make/Model - CESSNA C-182K	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point ANCHORAGE, AK	
Method - N/A	Destination PORT ALSWORTH, AK	Airport Data
Completeness - N/A	ATC/Airspace	Runway Ident - UNK/NR
Basic Weather - VMC	Type of Flight Plan - VFR	Runway Lth/Wid - 1000 -UNK/NR
Wind Dir/Speed- 180/010 KTS	Type of Clearance - NONE	Runway Surface - GRAVEL
Visibility - 50.0 SM	Type Apch/Lndg - NONE	Runway Status - DRY
Lowest Sky/Clouds - CLEAR		
Lowest Ceiling - 7000 FT BROKEN		
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 - NO	Total - 843
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 15
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT-IN-COMMAND STATED THAT HE MISJUDGED HIS HEIGHT ABOVE THE RUNWAY'S SURFACE AFTER MAKING HIS APPROACH FROM OVER THE WATER. HE FLARED 10 TO 15 FOOT ABOVE THE GROUND. UPON TOUCHDOWN HE LOST CONTROL OF THE AIRPLANE AND IT LEFT THE RUNWAY'S SURFACE AND NOSED OVER.

Brief of Accident (Continued)

File No. - 2145

8/01/85

PORT ALSWORTH, AK

A/C Reg. No. N3121Q

Time (Lc1) - 1900 ADT

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

Finding(s)  
1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND  
2. JUDGEMENT - INADEQUATE - PILOT IN COMMAND  
3. PLANNED APPROACH - POOR - PILOT IN COMMAND  
4. FLARE - MISJUDGED - PILOT IN COMMAND  
-----

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

Finding(s)  
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND  
-----

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)  
6. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND  
-----

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2162      8/04/85      WASILLA, AK      A/C Reg. No. N20338      Time (Lc1) - 1430 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
0  
0

Minor  
0  
0

None  
1  
2

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

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

Eng Make/Model      - LYCOMING O-320-E2  
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- 270/010 KTS  
Visibility      - 90.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
WASILLA, AK  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 42  
Biennial Flight Review  
Current      - YES  
Months Since      - 9  
Aircraft Type      - C-206

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

Total      - 3444      Last 24 Hrs - 5  
Make/Model- 713      Last 30 Days- UNK/NR  
Instrument- 149      Last 90 Days- 300  
Multi-Eng - 454

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT-IN-COMMAND WAS ON A PERSONAL FLIGHT WITH THE PURPOSE OF OBSERVING A HUNTING CAMP FROM THE AIR. WHILE MANEUVERING IN THE CANYON, THE PILOT STATED HE ENCOUNTERED A DOWNDRAFT. HE APPLIED FULL POWER AND LOWERED THE FLAPS 20 DEGREES. THE AIRPLANE CONTINUED TO DESCEND AND THE PILOT ELECTED TO LAND ON THE CANYON FLOOR IN THE BRUSH. THE AIRPLANE ROLLED APPROXIMATELY 150 FOOT ON ITS LANDING GEAR BEFORE NOSING OVER.



Brief of Accident (Continued)

File No. - 2162

8/04/85

WASILLA, AK

A/C Reg. No. N20338

Time (Lcl) - 1430 ADT

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

Finding(s)

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

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

3. WIND INFORMATION - NOT ATTAINED - PILOT IN COMMAND
  4. UNSUITABLE TERRAIN - INADVERTENT USE - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2146      8/12/85      MOUNTAIN VILLAG,AK      A/C Reg. No. N9480M      Time (Lcl) - 0900 ADT

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

Type Operating Certificate-COMMUTER

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

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

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

Make/Model - CESSNA C-207  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 3800  
No. of Seats - 8

Eng Make/Model - CONTINENTAL IO 520-F  
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 - COMPANY  
Method - IN PERSON  
Completeness - UNK/NR  
Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 5.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 500 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ST MARY'S,AK

Destination

KOTLIK,AK

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND,SE SEA

Age - 44

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1394

Make/Model- 613

Instrument- 72

Multi-Eng - 19

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 248

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT-IN-COMMAND WAS AWARE OF THE WEATHER HE WAS OPERATING IN AND INTENDED TO FLY THROUGH A LOCALLY WELL KNOWN PASS. HE MISIDENTIFIED THE PASS AND FOUND HIMSELF IN A NARROW VALLEY. THERE WAS INSUFFICIENT WIDTH TO EFFECT A 180 DEGREE TURN AND THE RISING VALLEY FLOOR CONTINUED INTO THE CLOUDS WHICH OBSCURED THE MOUNTAIN TOPS. THE PILOT ELECTED TO LAND THE AIRPLANE STRAIGHT AHEAD ON AN 80 PERCENT SLOPE.

Brief of Accident (Continued)

File No. - 2146

8/12/85

MOUNTAIN VILLAGE, AK

A/C Reg. No. N9480M

Time (Lcl) - 0900 ADT

Occurrence            FORCED LANDING  
Phase of Operation    MANEUVERING

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. WEATHER CONDITION - CLOUDS
4. WEATHER EVALUATION - POOR - PILOT IN COMMAND
5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
6. JUDGEMENT - POOR - PILOT IN COMMAND
7. WEATHER SERVICE - INADEQUATE - FAA(OTHER/ORGANIZATION)

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2153      9/09/85      BIG RIVER,AK      A/C Reg. No. N9963M      Time (Lc1) - 1645 ADT

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

Fire      Crew  
NONE      Pass

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

Make/Model      - CESSNA C-206  
Landing Gear      - FLOAT  
Max Gross Wt      - 3600  
No. of Seats      - 6

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

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

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

Weather Data

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

Itinerary

Last Departure Point  
BIG RIVER,AK  
Destination  
ILIAMNA,AK

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,ATP,CFI  
SE LAND,ME LAND,SE SEA,ME SEA  
HELICOPTER

Age - 63

Biennial Flight Review

Current      - YES  
Months Since      - 35  
Aircraft Type      - SABRE60

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 20214	Last 24 Hrs	- UNK/NR
Make/Model-	775	Last 30 Days-	UNK/NR
Instrument-	3925	Last 90 Days-	0
Multi-Eng -	16361	Rotorcraft -	573

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PILOT-IN-COMMAND WAS ATTEMPTING TO TAXI THROUGH SHALLOW WATER TO REACH THE TAKEOFF POINT. AS THE AIRPLANE'S FLOATS CAME UP ON STEP A GUST OF WIND FROM THE LEFT REAR CAUSED THE AIRPLANE TO WEATHER VANCE AND STRUCK THE STREAMS BANK. THE STREAM WAS VERY NARROW AND THE PILOT STATED HE DID NOT HAVE TIME TO TAKE CORRECTIVE ACTION.

Brief of Accident (Continued)

File No. - 2153

9/09/85

BIG RIVER, AK

A/C Reg. No. N9963M

Time (Lc1) - 1645 ADT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
- 

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

Finding(s)

2. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND
  3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2045      10/29/85      FUNTER BAY,AK      A/C Reg. No. N756FX      Time (Lcl) - 1100 AST

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

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

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

Make/Model	- CESSNA C206	Eng Make/Model	- CONTINENTAL IO-520-L	ELT Installed/Activated	- YES/NO
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	UNK/NR
Method - UNK/NR	JUNEAU,AK	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	FUNTER BAY,AK	FUNDER BAY
Wind Dir/Speed- 120/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - 10500/ 500
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - 1000 FT OVERCAST	Type Apch/Lndg - FULL STOP	Runway Status - WATER-CALM
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 14500
SE LAND,ME LAND,SE SEA	Months Since - 5	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 2000
		Instrument- 220
		Last 30 Days- UNK/NR
		Last 90 Days- 300
		Multi-Eng - 2000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LEFT MAIN GEAR DID NOT RETRACT AND DURING WATER LANDING CAUSED THE AIRCRAFT TO NOSE OVER. THE LINK PIN ROD WAS FOUND TO BE BROKEN AND THE CYLINDER ASSEMBLY MAIN RETRACT LINK AND PIN DOWN LATCH WERE FOUND TO BE BENT.

Brief of Accident (Continued)

File No. - 2045

10/29/85

FUNTER BAY, AK

A/C Reg. No. N756FX

Time (Lc1) - 1100 AST

---

Occurrence #1 NOSE OVER

Phase of Operation LANDING

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE, PARTIAL
- 

----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. - 2020

11/04/85

WRANGELL, AK

A/C Reg. No. N15721

Time (Lcl) - 1600 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	0

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

Fire  
NONE

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

Make/Model - CESSNA 180D  
Landing Gear - FLOAT  
Max Gross Wt - 2800  
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 - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - IMC  
Wind Dir/Speed- CALM  
Visibility - UNK/NR  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 500 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - SNOW  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
GRIEF ISLAND, AK  
Destination  
PETERSBURG, AK

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 25

Biennial Flight Review

Current - UNK/NR  
Months Since - UNK/NR  
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) - NONE

-----Narrative-----

A FORCED LANDING WAS MADE ONTO MUSKEG DUE TO A TOTAL LOSS OF POWER. THE PILOT HAD JUST COMPLETED A 180 DEGREE TURN AWAY FROM A FOG BANK WHEN THE ENGINE QUIT. THE LEFT FUEL TANK CONTAINED 7 1/2 GALLONS AND THE RIGHT FUEL TANK CONTAINED 1 1/2 QUARTS OF FUEL. THE ENGINE WAS TEST RAN AFTER THE ACCIDENT AND RAN NORMALLY. THE ENGINE FAILURE WAS PROBABLY DUE TO FUEL FLOW INTERRUPTION FROM THE 180 TURN.



Brief of Accident (Continued)

File No. - 2020

11/04/85

WRANGELL, AK

A/C Reg. No. N15721

Time (Lcl) - 1600 AST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL

Phase of Operation      CRUISE

1. WEATHER CONDITION - LOW CEILING
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - SNOW
4. VFR FLIGHT INTO IMC - CONTINUED - 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 - ROUGH/UNEVEN
6. TERRAIN CONDITION - HIGH VEGETATION

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2091      6/20/85      BIRMINGHAM, AL      A/C Reg. No. 1032      Time (Lcl) - 2101 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-MILITARY	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-MILLITARY	Fire	Crew 0	0	2	0
Accident Occurred During	-LANDING	ON GROUND	Pass 0	0	0	0
			Other 1	0	0	0

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

Make/Model	- MC DONNELL DOUGLAS RF-4C	Eng Make/Model	- GENERAL ELEC. J79-15A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 58000	Engine Type	- TURBOJET		
No. of Seats	- 2	Rated Power	- 17000 LBS THRUST		

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

<b>Weather Data</b> Wx Briefing - MILITARY Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 030/005 KTS Visibility - 7.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	<b>Itinerary</b> Last Departure Point SAME AS ACC/INC Destination SAME AS ACC/INC  <b>ATC/Airspace</b> Type of Flight Plan - IFR Type of Clearance - IFR Type Apch/Lndg - ILS-COMPLETE	<b>Airport Proximity</b> ON AIRPORT  <b>Airport Data</b> BIRMINGHAM Runway Ident - 05 Runway Lth/Wid - 10000/ 150 Runway Surface - CONCRETE Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
MILITARY	Current - YES	Total - 2561      Last 24 Hrs - 2
	Months Since - 4	Make/Model- 2320      Last 30 Days- 21
	Aircraft Type - RF-4C	Instrument- 200      Last 90 Days- 62
		Multi-Eng - 2561

Instrument Rating(s) - UNK/NR

-----Narrative-----

AT 2045 THE MILITARY FLT, DIXIE 06, CONTACTED BIRMINGHAM APCH & OBTAINED CLEARANCE FOR A LOW APCH FOLLOWED BY A FULL-STOP LNDG ON RWY 05. AT 2053, DIXIE 06 REPORTED A 4 MILE FINAL FOR A LOW APCH TO THE LOCAL CONTROLLER. AT 2054:19, THE LOCAL CONTROLLER CLEARED ABX 74, N19T, "...TAXI POSITION AND HOLD FIVE." ABX 74 WAS AWAITING TAKEOFF INSTRUCTIONS ON RWY 05 WHEN THE COLLISION OCCURRED. INVESTIGATION REVEALED THE LOCAL CONTROLLER FORGOT ABX 74. SHE BECAME PREOCCUPIED WITH OTHER TRAFFIC USING RWY 36. THE LOCAL CONTROLLER TERMED THE TRAFFIC AS BUSIER THAN NORMAL FOR A NIGHT OPERATION. AT THE TIME OF THE ACCIDENT, THE TOWER WAS STAFFED WITH 2 AIR TRAFFIC CONTROLLERS AND AN AIR TRAFFIC ASSISTANT. NO SUPERVISOR OR COORDINATOR WAS AVAILABLE IN THE CAB TO DETECT CONTROLLER OVERLOAD AND OFFER ASSISTANCE.

Brief of Accident (Continued)

File No. - 2091

6/20/85

BIRMINGHAM, AL

A/C Reg. No. 1032

Time (Lcl) - 2101 CDT

-----  
Occurrence #1        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

1. IDENTIFICATION OF AIRCRAFT VISUALLY - NOT PERFORMED - ATC PSNL(LCL/GND/CLNC)
  2.        IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - ATC PSNL(LCL/GND/CLNC)
  3. VISUAL SEPARATION - NOT MAINTAINED - ATC PSNL(LCL/GND/CLNC)
  4.        IMPROPER USE OF PROCEDURE, MENTAL PERFORMANCE OVERLOAD - ATC PSNL(LCL/GND/CLNC)
  5. ATC CLEARANCE - IMPROPER - ATC PSNL(LCL/GND/CLNC)
  6. SUPERVISION - INADEQUATE - ATC PERSONNEL(SUPERVISOR)
- 

Occurrence #2        FIRE  
Phase of Operation    OTHER

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2091      6/20/85      BIRMINGHAM,AL      A/C Reg. No. N19T      Time (Lc1) - 2101 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries		
Name of Carrier -SMITHAIR, INC.	DESTROYED		Fatal	Serious	Minor
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	1	0	0
Flight Conducted Under -14 CFR 135	ON GROUND	Pass	0	0	0
Accident Occurred During -TAXI		Other	0	0	2
					0

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

Make/Model - BEECH E18S	Eng Make/Model - P&W R-985	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 10100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - UNK/NR	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	BIRMINGHAM,AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ATLANTA,GA	BIRMINGHAM
Wind Dir/Speed- 030/005 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 10000/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 10600
SE LAND,ME LAND	Months Since - 11	Make/Model- 5000
	Aircraft Type - PA-23	Instrument- 1250
		Multi-Eng - 8500
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT 2045 THE MILITARY FLT, DIXIE 06, CONTACTED BIRMINGHAM APCH & OBTAINED CLEARANCE FOR A LOW APCH FOLLOWED BY A FULL-STOP LNDG ON RWY 05. AT 2053, DIXIE 06 REPORTED A 4 MILE FINAL FOR A LOW APCH TO THE LOCAL CONTROLLER. AT 2054:19, THE LOCAL CONTROLLER CLEARED ABX 74, N19T, "...TAXI POSITION AND HOLD FIVE." ABX 74 WAS AWAITING TAKEOFF INSTRUCTIONS ON RWY 05 WHEN THE COLLISION OCCURRED. INVESTIGATION REVEALED THE LOCAL CONTROLLER FORGOT ABX 74. SHE BECAME PREOCCUPIED WITH OTHER TRAFFIC USING RWY 36. THE LOCAL CONTROLLER TERMED THE TRAFFIC AS BUSIER THAN NORMAL FOR A NIGHT OPERATION. AT THE TIME OF THE ACCIDENT, THE TOWER WAS STAFFED WITH 2 AIR TRAFFIC CONTROLLERS AND AN AIR TRAFFIC ASSISTANT. NO SUPERVISOR OR COORDINATOR WAS AVAILABLE IN THE CAB TO DETECT CONTROLLER OVERLOAD AND OFFER ASSISTANCE.

Brief of Accident (Continued)

File No. - 2091

6/20/85

BIRMINGHAM,AL

A/C Reg. No. N19T

Time (Lc1) - 2101 CDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT  
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. IDENTIFICATION OF AIRCRAFT VISUALLY - NOT PERFORMED - ATC PSNL(LCL/GND/CLNC)
2. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - ATC PSNL(LCL/GND/CLNC)
3. VISUAL SEPARATION - NOT MAINTAINED - ATC PSNL(LCL/GND/CLNC)
4. IMPROPER USE OF PROCEDURE,MENTAL PERFORMANCE OVERLOAD - ATC PSNL(LCL/GND/CLNC)
5. ATC CLEARANCE - IMPROPER - ATC PSNL(LCL/GND/CLNC)
6. SUPERVISION - INADEQUATE - ATC PERSONNEL(SUPERVISOR)

Occurrence #2 FIRE  
Phase of Operation OTHER

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2052      8/11/85      SELMA, AL      A/C Reg. No. N4608X      Time (Lcl) - 1730 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

1

0

0

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

1

0

0

0

Accident Occurred During -TAKEOFF

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

Make/Model - CESSNA 150G

Eng Make/Model - CONTINENTAL O-200 SERIES

ELT Installed/Activated - YES-UNK/NR

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 1600

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 100 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 120/004 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 3500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

PRIVATE

Runway Ident - 36

Runway Lth/Wid - 2500/ 50

Runway Surface - GRASS/TURF

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 60

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - 150G

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2400

Make/Model- 56

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 8

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACFT TOOK OFF FROM SOD STRIP ON HOT HUMID DAY NEAR MAX WEIGHT. PIC SAID HE USED 10 DEGREES FLAPS AND WAS AIRBORNE. AT ABOUT RUNWAY MID POINT. WHEN OVER FIRST TREE LINE AFTER PASSING THRESHOLD ACFT DESCENDED. WHEN OVER BROWN TERRAIN ACFT CLIMBED. WHEN OVER TREES IT DESCENDED. ACFT LANDING GEAR DRAGGED THROUGH NEXT TREE LINE WITH LOSS OF AIRSPEED AND ACTUATION OF STALL WARNING HORN. ACFT MUSHED INTO TALL TREE THEN FELL TO GROUND NOSE FIRST. FLAP ACTUATOR JACKSCREW FOUND IN POSITION WHICH CORRESPONDED TO 16 DEGREE FLAP EXTENSION.

Brief of Accident (Continued)

File No. - 2052

8/11/85

SELMA, AL

A/C Reg. No. N4608X

Time (Lc1) - 1730 CDT

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

Finding(s)

1. OBJECT - TREE(S)
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. WEATHER CONDITION - DOWNDRAFT
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
5. FLIGHT MANUALS - NOT USED - PILOT IN COMMAND
6. LOWERING OF FLAPS - EXCESSIVE - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - TREE(S)
8. AIRSPEED - NOT POSSIBLE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2048

9/18/85

PANOLA, AL

A/C Reg. No. N92746

Time (Lcl) - 1830 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	0

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

Fire  
NONE

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

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

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

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

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

Weather Data

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

Itinerary

Last Departure Point  
PANOLA, AL  
Destination  
BIRMINGHAM, AL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FULL STOP  
FORCED 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 - 40  
Biennial Flight Review  
Current - YES  
Months Since - 3  
Aircraft Type - 182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 301	Last 24 Hrs - 1
Make/Model- 28	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 17
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A TREE DURING LNDG WHICH PULLED IT TO THE LEFT OFF THE ROAD CHOSEN FOR LANDING. THE PLT APPLIED PWR TO CLEAR A DITCH AND THE ACFT CAME TO REST IN A ROW OF SMALL TREES. THE PLT HAD SAID THE ENG HAD STARTED MISSING AFTER TAKEOFF FROM THE ROAD AND HE ELECTED TO RETURN TO LAND. POST ACC INSPECTION OF THE ENG BY AN R&P MECHANIC SHOWED NO MALFUNCTIONS OR IRREGULARITIES.



Brief of Accident (Continued)

File No. - 2048

9/18/85

PANALA,AL

A/C Reg. No. N92746

Time (Lc1) - 1830 CDT

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

Finding(s)

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

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

Finding(s)

4. TERRAIN CONDITION - DITCH

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

Finding(s)

5. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2191      10/08/85      LUXORA, AR      A/C Reg. No. N9854Q      Time (Lcl) - 1900 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

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

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 140/004 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 25000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
BLYTHEVILLE, AR

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 - 19

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - PA28140

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 108

Make/Model- 3

Instrument- 2

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-----

AFTER A DAY OF WORK, THE PLT AND TWO FRIENDS MADE A LCL FLT AROUND HE AREA. NEAR THE END OF THE FLT, A FIRE WAS SPOTTED ON THE WEST BANK OF A MISS. RIVER CHANNEL. THE PLT DECIDED TO GO DOWN AND TAKE A LOOK AT THE FIRE. AFTER PASSING OVER THE FIRE, FLT DOWN THE CHANNEL WAS CONTINUED. THE ACFT COLLIDED WITH AN UNMARKED POWER LINE ACROSS THE CHANNEL AND CRASHED INTO THE WOODS. THREE CONDUCTORS WERE SEPARATED.

Brief of Accident (Continued)

File No. - 2191

10/08/85

LUXORA,AR

A/C Reg. No. N9854Q

Time (Lcl) - 1900 CDT

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

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
  2.        IMPROPER DECISION,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
  3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  5. LOW PASS - PERFORMED - PILOT IN COMMAND
  6. JUDGEMENT - POOR - PILOT IN COMMAND
- 

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 2,3,4,5,6

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2057      12/31/85      CARLISLE, AR      A/C Reg. No. N4649X      Time (Lcl) - 1030 CST

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

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

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

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	N. LITTLE ROCK, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CARLISLE MUNICIPAL
Wind Dir/Speed- 360/010 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4500/ 150
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 1155
SE LAND	Months Since - 21	Last 24 Hrs - 1
	Aircraft Type - PA-28	Make/Model- 500
		Instrument- 62
		Last 30 Days- UNK/NR
		Last 90 Days- 22
		Multi-Eng - 17

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT PLT WAS MAKING THE TAKEOFF, AFTER A STOP AND GO LANDING. THE ACFT BEGAN TO DRIFT TO THE LT DURING THE ROLL AND THE CFI CAUTIONED THE STUDENT TO CORRECT FOR TORQUE. THE CFI TOOK CONTROL BUT WAS UNABLE TO GET THE STUDENT TO RELEASE THE CONTROLS BEFORE THE ACFT RAN OFF THE SIDE OF THE RWY.

Brief of Accident (Continued)

File No. - 2057

12/31/85

CARLISLE,AR

A/C Reg. No. N4649X

Time (Lc1) - 1030 CST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
  2. RELINQUISHING OF CONTROL - NOT PERFORMED - DUAL STUDENT
  3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
- 

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

Finding(s)

4. TERRAIN CONDITION - DIRT BANK
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2166      4/14/85      CAMP VERDE, AZ      A/C Reg. No. N6439R      Time (Lcl) - 1000 MST

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	SCOTTSDALE, AZ	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SEDONA, AZ	Runway Ident - N/A
Wind Dir/Speed- 100/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 915	Last 24 Hrs - 1
SE LAND, ME LAND, SE SEA	Months Since - 1	Make/Model- 469	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 74	Last 90 Days- 330
		Multi-Eng - 75	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BOTH ACFT INVOLVED IN THE COLLISION WERE PART OF A 4-PLANE FORMATION FLT EN ROUTE TO A GROUP FLY-IN. N6439R WAS SEEN TO CHANGE POSITIONS SEVERAL TIMES DURING THE FLT WHILE THE OTHER ACFT REMAINED STABLE. REPORTS FROM WITNESSES SAY THAT N6439R MADE "CLOSE APPROACHES" & CROSS UNDERS" OF THE OTHER ACFT IN THE FLT. THE PLT OF N73708 SAID THAT FROM OFF HIS RIGHT SIDE 39R BANKED LEFT TO APPROACH HIS ACFT. WHEN THE BANK ANGLE OF 39R HAD NOT CHANGED AT 50 YDS DISTANCE, THE PLT OF 708 SAID HE STARTED A HARD EVASSIVE LEFT TURN BUT THE PROP OF 39R STRUCK THE BOTTOM OF HIS ACFT. THE VERSION TOLD BY THE PLT OF 39R WAS IN DISAGREEMENT WITH THE EVIDENCE & THE MAJORITY OF THE WITNESSES. ALL 3 OF THE 100 HR PVT PLTS SAID THEY WERE UNCOMFORTABLE WITH WHAT THE PLT OF 39R WAS DOING, BUT SINCE HE HAD A COM/CFII & 900 HRS, THEY THOUGHT "HE KNEW WHAT HE WAS DOING."

Brief of Accident (Continued)

File No. - 2166

4/14/85

CAMP VERDE, AZ

A/C Reg. No. N6439R

Time (Lc1) - 1000 MST

Occurrence #1        MIDAIR COLLISION  
Phase of Operation    MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
4. CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT OF OTHER AIRCRAFT
6.        IMPROPER USE OF PROCEDURE, OSTENTATIOUS DISPLAY - PILOT IN COMMAND
7.        IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT OF OTHER AIRCRAFT

Occurrence #2        LOSS OF POWER  
Phase of Operation    MANEUVERING

Finding(s)

8. MISCELLANEOUS - LOSS, TOTAL

Occurrence #3        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

Occurrence #4        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

9. OBJECT - FENCE
10. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
11. REMEDIAL ACTION - REDUCED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7,8,11

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2166      4/14/85      CAMP VERDE, AZ      A/C Reg. No. N73708      Time (Lcl) - 1000 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		DESTROYED		Fatal		Serious      Minor      None	
Type of Operation	-PERSONAL	Fire		Crew	0	1	0      0
Flight Conducted Under	-14 CFR 91	NONE		Pass	2	1	0      0
Accident Occurred During	-MANEUVERING			Other	0	0	0      4

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

Make/Model	- CESSNA 172M	Eng Make/Model	- LYCOMING O-320-H2AD	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELEPHONE	SCOTTSDALE, AZ	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	SEDONA, AZ	
Wind Dir/Speed	- 100/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 60.0 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 - 20	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 102      Last 24 Hrs - 1
SE LAND	Months Since - 13	Make/Model-	31      Last 30 Days- 9
	Aircraft Type - UNK/NR	Instrument-	2      Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

BOTH ACFT INVOLVED IN THE COLLISION WERE PART OF A 4-PLANE FORMATION FLT EN ROUTE TO A GROUP FLY-IN. N6439R WAS SEEN TO CHANGE POSITIONS SEVERAL TIMES DURING THE FLT WHILE THE OTHER ACFT REMAINED STABLE. REPORTS FROM WITNESSES SAY THAT N6439R MADE "CLOSE APPROACHES" & "CROSS UNDERS" OF THE OTHER ACFT IN THE FLT. THE PLT OF N73708 SAID THAT FROM OFF HIS RIGHT SIDE 39R BANKED LEFT TO APPROACH HIS ACFT. WHEN THE BANK ANGLE OF 39R HAD NOT CHANGED AT 50 YDS DISTANCE, THE PLT OF 708 SAID HE STARTED A HARD EVASSIVE LEFT TURN BUT THE PROP OF 39R STRUCK THE BOTTOM OF HIS ACFT. THE VERSION TOLD BY THE PLT OF 39R WAS IN DISAGREEMENT WITH THE EVIDENCE & THE MAJORITY OF THE WITNESSES. ALL 3 OF THE 100 HR PVT PLTS SAID THEY WERE UNCOMFORTABLE WITH WHAT THE PLT OF 39R WAS DOING, BUT SINCE HE HAD A COM/CFII & 900 HRS, THEY THOUGHT "HE KNEW WHAT HE WAS DOING."



Brief of Accident (Continued)

File No. - 2166

4/14/85

CAMP VERDE, AZ

A/C Reg. No. N73708

Time (Lc1) - 1000 MST

Occurrence #1 MIDAIR COLLISION  
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. JUDGEMENT - POOR - PILOT OF OTHER AIRCRAFT
3. CLEARANCE - MISJUDGED - PILOT OF OTHER AIRCRAFT
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT OF OTHER AIRCRAFT
6. IMPROPER USE OF PROCEDURE, OSTENTATIOUS DISPLAY - PILOT OF OTHER AIRCRAFT
7. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

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

Finding(s)

8. STABILIZER - SEPARATION
9. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND
10. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7,8,9

Factor(s) relating to this accident is/are finding(s) 10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2115      4/16/85      CHINLE, AZ      A/C Reg. No. N1217M      Time (Lcl) - 1515 MST

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

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

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

Make/Model - CESSNA 177	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	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-----

<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- 220/020 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point TUBA CITY, AZ</p> <p>Destination CHINLE, AZ</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data CHINLE</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 4200/ 60</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p>	<p>Age - 51</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 16</p> <p>Aircraft Type - F33A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 3082</p> <p>Make/Model- 25</p> <p>Instrument- 0</p> <p>Multi-Eng - 5</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- 22</p> <p>Last 90 Days- 89</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT LANDED ON RUNWAY 17. THE WINDS WERE FORM 220 DEGREES GUSTING TO 30-35 KNOT. THE PILOT STATED THAT, AS HE CAME BY A QUONSET HANGAR, THE AIRCRAFT WAS STRUCK BY A GUST OF WIND FROM THE RIGHT FRONT QUARTER. THE AIRCRAFT WEATHER-VANED INTO THE WIND AND HE WAS UNABLE TO CORRECT THE TURN. THE RIGHT MAIN LANDING GEAR STRUCK A RUNWAY LIGHT AND FOLDED UP.

Brief of Accident (Continued)

File No. - 2115

4/16/85

CHINLE, AZ

A/C Reg. No. N1217M

Time (Lc1) - 1515 MST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
2. COMPENSATION FOR WIND CONDITIONS - NOT ATTAINED - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - RUNWAY LIGHT

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

Finding(s)

7. LANDING GEAR, MAIN GEAR - OVERLOAD

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2081

9/05/85

BUCKEYE, AZ

A/C Reg. No. N1659D

Time (Lcl) - 1030 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Injuries

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 -TAKEOFF

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

Make/Model - CESSNA 170B

Eng Make/Model - CONTINENTAL C145 SERIES

ELT Installed/Activated - YES/NO

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2050

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 145 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 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

GLENDALE, AK

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BUCKEYE MUNICIPAL

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, CFI

SE LAND, ME LAND

Age - 33

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT ATTEMPTED TO DEPART ON SOFT SILT & SAND. DURING THE TAKEOFF ROLL THE ACFT WHEELS SANK INTO THE SOFT TERRAIN NECESSITATING DIFFERENTIAL BRAKING TO MAINTAIN DIRECTIONAL CONTROL. AS THE ACFT APPROACHED A DITCH THE PLT FORCED THE ACFT AIRBORNE. THE ACFT LIFTED OFF THEN SETTLED ONTO THE GROUND. DURING THE SUBSEQUENT GROUND ROLL THE ACFT COLLIDED WITH SOME HIGH DESERT SHRUBBERY AND A TREE STUMP. THE PLT DID NOT REPORT ANY PREIMPACT MECHANICAL DIFFICULTIES.

Brief of Accident (Continued)

File No. - 2081

9/05/85

BUCKEYE, AZ

A/C Reg. No. N1659D

Time (Lcl) - 1030 MST

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

Finding(s)

1. TERRAIN CONDITION - SOFT
  2. JUDGEMENT - POOR - PILOT IN COMMAND
  3. TERRAIN CONDITION - DITCH
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2039      10/24/85      GREEN VALLEY, AZ      A/C Reg. No. N33461      Time (Lcl) - 1630 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 - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire NONE  
Crew Pass

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

Make/Model - PIPER J3  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1220  
No. of Seats - 2

Eng Make/Model - FRANKLIN 4AC-176B2  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 90 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - UNK/NR  
Wind Dir/Speed- 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 - DIRT  
Runway Status - DRY  
ICE COVERED

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

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

Age - 52  
Biennial Flight Review  
Current - YES  
Months Since - 7  
Aircraft Type - UNK/NR

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

Total - 420	Last 24 Hrs - 2
Make/Model- 24	Last 30 Days- UNK/NR
Instrument- 2	Last 90 Days- 54

Instrument Rating(s) - NONE

-----Narrative-----

ON OCT 24, 1985, A PIPER J3 CUB, N33461, MADE AN EMERGENCY LANDING IN ROUGH, OPEN TERRAIN NEAR GREEN VALLEY, AZ. AFTER EXPERIENCING A LOSS OF ENGINE POWER THE AC SUSTAINED SUBSTANTIAL DAMAGE AND THE PVT PLT WAS NOT INJURED. THE INVESTIGATION REVEALED THAT THE THROTTLE HANDLE TO THE LINKAGE TUBE SEPARATED WHILE THE ENGINE WAS AT IDLE POWER LEAVING THE PLT WITH NO CONTROL OVER THE ENGINE.

Brief of Accident (Continued)

File No. - 2039

10/24/85

GREEN VALLEY,AZ

A/C Reg. No. N33461

Time (Lc1) - 1630 MDT

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

Finding(s)

1. THROTTLE/POWER LEVER,BELLCRANK - DISCONNECTED
- 

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

-----

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

-----

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2064

3/06/85

SEPULVEDA,CA

A/C Reg. No. N777PL

Time (Lc1) - 1858 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
ON GROUND

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

Make/Model - TED SMITH 601  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 5700  
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-51A5  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 290 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 220/005 KTS  
Visibility - 25.0 SM  
Lowest Sky/Clouds - 10000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
SANTA ANA,CA  
Destination  
VAN NUYS,CA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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)  
COMMERCIAL  
SE LAND,ME LAND

Age - 41  
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 - 1820  
Make/Model- UNK/NR  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED INTO A RESIDENCE 2 MILES SHORT OF THE RWY AFTER LOSS OF PWR ON THE LEFT ENG. THIS ENG WAS FEATHERED, THE GEAR WAS EXTENDED, BUT THE FLAPS REMAINED UP AS THE ACFT CONTINUED THE LNDG APPROACH. POST ACC INVESTIGATION REVEALED NO IRREGULARITIES IN THE FUNCTIONING OF THE ACFT. THE PLT HAD RADIOED THE REPORT OF PWR LOSS BUT HAD STATED THAT HE WOULD NOT NEED THE EMERGENCY EQUIPMENT.



Brief of Accident (Continued)

File No. - 2064

3/06/85

SEPULVEDA, CA

A/C Reg. No. N777PL

Time (Lc1) - 1858 PST

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

Finding(s)  
1. ENGINE ASSEMBLY - UNDETERMINED

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

Finding(s)  
2. PLANNING-DECISION - POOR - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)  
3. OBJECT - RESIDENCE

-----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. - 2116

4/30/85

HEMET, CA

A/C Reg. No. N36156

Time (Lcl) - 1530 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 - SCHWEIZER SGS1-36  
Landing Gear - UNK/NR  
Max Gross Wt - UNK/NR  
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 - UNK/NR

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 225/015 KTS  
Visibility - 12.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

HEMET  
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, ME LAND, SE SEA, ME SEA  
GLIDER

Age - 72

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 15000	Last 24 Hrs	- UNK/NR
Make/Model-	1	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	65
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THIS WAS THE FIRST FLIGHT AFTER A COCKPIT CHECK-OUT IN THE SCHWEIZER SGC 1-36. THE PILOT RELEASED FROM THE TOW PLANE WHEN HE REALIZED THAT THE SPOILERS WERE DEPLOYED AND LANDED SHORT OF THE RUNWAY. THE PILOT REPORTED THAT THE SPOILER HANDLE IN THIS MODEL OPERATES DIFFERENTLY FROM ANY OTHER GLIDER. HE COMMENTED THAT A GUSTY WIND SHEAR CONDITION EXISTED AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2116

4/30/85

HEMET, CA

A/C Reg. No. N36156

Time (Lc1) - 1530 PDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLT CONTROL SYST, WING SLAT SYSTEM - DEPLOYED INADVERTENTLY
2. WEATHER CONDITION - TURBULENCE
3. OBJECT - FENCE

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2113

5/09/85

COLUSA, CA

A/C Reg. No. N89290

Time (Lcl) - 1300 PDT

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

Type Operating Certificate-EXTERNAL LOAD

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire

NONE

Crew

Pass

0

0

0

0

0

0

1

0

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

Make/Model - ROCKWELL INTERNATIONAL S-2R

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - UNK/NR

No. of Seats - 1

Eng Make/Model - P & W R1340 SERIES

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 600 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/005 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

COLUSA, CA

Destination

COLUSA, CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - PRECAUTIONARY LANDING

Airport Proximity

ON AIRSTRIP

Airport Data

CLOSBY

Runway Ident - 80

Runway Lth/Wid - 2600 -UNK/NR

Runway Surface - DIRT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 37

Biennial Flight Review

Current - YES

Months Since - 14

Aircraft Type - 172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 8000

Make/Model- 2000

Instrument- 32

Last 24 Hrs - 8

Last 30 Days- 80

Last 90 Days- 150

Rotorcraft - 830

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN AG FLIGHT, THE ENG BEGAN TO SEVERLY BACKFIRE & LOSE POWER. THE PLT ATTEMPTED TO MAKE A FORCED LDG ON THE NEARBY DUSTER AIRSTRIP BUT HAD INSUFFICIENT ALTITUDE TO BE PROPERLY ALIGNED WITH THE RWY. THE ACFT OVERAN THE EDGE OF THE END DISCLOSED THAT ITS #9 CYK EXHAUST VALVE BOSS HAD BROKEN CAUSING VALVE ACTION TO STOP. THE ENG HAD BEEN OPERATED FOR 30 HRS SINCE RECEIVING A MOH.

Brief of Accident (Continued)

File No. - 2113

5/09/85

COLUSA,CA

A/C Reg. No. N8929Q

Time (Lc1) - 1300 PDT

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

Finding(s)

1. ENGINE ASSEMBLY, VALVE - FAILURE, TOTAL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT

Finding(s)

2. ALTITUDE - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

3. TERRAIN CONDITION - DIRT BANK

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2186

5/30/85

SAN JOSE, CA

A/C Reg. No. N22WC

Time (Lc1) - 0750 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 -EXECUTIVE/CORPORATE

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

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

Make/Model - BEECH AIRCRAFT CORP 65-A90

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 9300

No. of Seats - 10

Eng Make/Model - P & W PT6A-20

Number Engines - 2

Engine Type - TURBOPROP

Rated Power - 550 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- 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

APPLE VALLEY, CA

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

ON AIRPORT

Airport Data

SAN JOSE INTERNATIONAL

Runway Ident - 30

Runway Lth/Wid - 4418/ 150

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND, ME LAND, SE SEA

Age - 38

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 7500

Make/Model- 2000

Instrument- 800

Multi-Eng - 6000

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE LANDING THE RIGHT MAIN LANDING GEAR OF THE AIRCRAFT SEPERATED WHEN THE UPPER TORQUE KNEE LINK FAILED. AFTER THE GEAR SEPARATED THE AIRCRAFT SKIDDED OFF THE RIGHT SIDE OF THE RUNWAY COMING TO REST IN A GRASS AREA. METALLURGICAL EXAMINATION OF THE FAILED TORQUE KNEE REVEALED IT FAILED DUE TO FATIGUE CRACKING WHICH WAS CAUSED BY GOUGES IN THE SURFACE OF THE LINK WHICH CAUSED STRESS CONCENTRATIONS. THE GOUGES HAD BEEN PAINTED OVER. THE AIRCRAFT WAS MAINTAINED IN ACCORDANCE WITH BEECH AIRCRAFT CORPORATIONS PROGRESSIVE MAINTENANCE PROGRAM WHICH REQUIRES THE LANDING GEAR TORQUE KNEE LINKS TO BE REPLACED OR OVERHAULED EACH 5 YEARS OR 5000 CYCLES. NO RECORD OF THIS HAVING BEEN ACCOMPLISHED COULD BE FOUND IN THE AIRCRAFTS LOGBOOKS.

Brief of Accident (Continued)

File No. - 2186

5/30/85

SAN JOSE, CA

A/C Reg. No. N22WC

Time (Lcl) - 0750 PDT

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

Finding(s)

1. LANDING GEAR, MAIN GEAR ATTACHMENT - FATIGUE
2. MAINTENANCE, INSPECTION OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL
3. LANDING GEAR, MAIN GEAR ATTACHMENT - FATIGUE
4. LANDING GEAR, MAIN GEAR - SEPARATION

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2080

6/24/85

SAN JOSE, CA

A/C Reg. No. N39087

Time (Lcl) - 0830 PDT

-----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	1

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

Fire  
NONE

Crew  
Pass

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

Make/Model - LUSCOMBE 8A  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1200  
No. of Seats - 2

Eng Make/Model - CONTINENTAL A658  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 85 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 160/005 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 1500 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAN JOSE, CA  
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

SAN JOSE INTL.  
Runway Ident - 12  
Runway Lth/Wid - 8899/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 40  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - 8A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1617  
Make/Model- 284  
Instrument- 0  
Last 24 Hrs - 2  
Last 30 Days- UNK/NR  
Last 90 Days- 172

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT LOST DIRECTIONAL CONTROL, DURING THE TAKEOFF PHASE OF A TOUCH AND GO LANDING. THE ACFT SWERVED OFF THE RUNWAY AND IT ENTERED A GROUND LOOP THAT COLLAPSED THE RIGHT LANDING GEAR STRUT.



Brief of Accident (Continued)

File No. - 2080

6/24/85

SAN JOSE, CA

A/C Reg. No. N39087

Time (Lcl) - 0830 PDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

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

Finding(s)

2. LANDING GEAR, MAIN GEAR STRUT - FAILURE, TOTAL
  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) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2082

6/25/85

RIO LINDA,CA

A/C Reg. No. N84JR

Time (Lcl) - 1400 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
ON GROUND

Crew  
Pass

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

Make/Model - LESLIE J. ROYAL VARI- EZE  
Landing Gear - UNK/NR  
Max Gross Wt - 900  
No. of Seats - 1

Eng Make/Model - LYCOMING O320  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 340/011 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  
RIO LINDA,CA  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

RIO LINDA  
Runway Ident - 02  
Runway Lth/Wid - 2620/ 42  
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 - 10  
Aircraft Type - 152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 523  
Make/Model- 16  
Instrument- 10  
Last 24 Hrs - UNK/NR  
Last 30 Days- 1  
Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

AS THE ACFT BEGAN ITS' CLIMB, AFTER TAKEOFF, THE CANOPY PARTIALLY OPENED. THE PILOT LOST CONTROL OF THE AIRCRAFT AS HE ATTEMPTED TO RELATCH THE CANOPY. THE ACFT TURNED OFF ITS PREVIOUS FLIGHT PATH AND COLLIDED WITH A PARKED ACFT AND TRUCK.

Brief of Accident (Continued)

File No. - 2082

6/25/85

RIO LINDA,CA

A/C Reg. No. N84JR

Time (Lcl) - 1400 PDT

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

Finding(s)

1. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - OPEN
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

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

Finding(s)

3. RELINQUISHING OF CONTROL - INADVERTENT - PILOT IN COMMAND
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2114

7/20/85

COMPTON, CA

A/C Reg. No. N8141E

Time (Lcl) - 1030 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

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

Make/Model - MOONEY M20A  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2450  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

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

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

Weather Data

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

Itinerary

Last Departure Point  
COMPTON, CA  
Destination  
COMPTON, 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

COMPTON  
Runway Ident - 25  
Runway Lth/Wid - 3670/ 60  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 54  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 36  
Last 24 Hrs - 1  
Make/Model- 9  
Last 30 Days- UNK/NR  
Instrument- 1  
Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT HAD A TOTAL OF 36 FLIGHT HRS WHICH INCLUDED 9.4 HRS IN THE MONNEY ACFT. HE HAD BEEN AUTHORIZED BY HIS CFI, WHO FLEW WITH HIM THE PRECEDING DAY, TO PRACTICE LANDING. ON THE STUDENT'S FIRST ATTEMPTED LDG, HE TOUCHED DOWN HARD & BEGAN PORPOISING. CONTROL WAS LOST, & THE ACFT VEERED OFF THE RWY & COLLIDED WITH A TAXIWAY SIGN.

Brief of Accident (Continued)

File No. - 2114

7/20/85

COMPTON, CA

A/C Reg. No. N8141E

Time (Lcl) - 1030 PDT

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

Finding(s)

1. ELEVATOR - IMPROPER USE OF - PILOT IN COMMAND
- 

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

Finding(s)

2. RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

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

Finding(s)

4. OBJECT - AIRPORT FACILITY
- 

-----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. - 2071

8/22/85

TURLOCK, CA

A/C Reg. No. N7338F

Time (Lcl) - 2045 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

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

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

Eng Make/Model - LYCOMING O-320-H2AD  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

ELT Installed/Activated - 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- 330/008 KTS  
Visibility - 25.0 SM  
Lowest Sky/Clouds - 20000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

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

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

TURLOCK AIRPARK  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - UNK/NR  
Runway Status - UNK/NR

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

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

Age - 26  
Biennial Flight Review  
Current - YES  
Months Since - 0  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 470  
Make/Model- 150  
Instrument- 51  
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-----

ON AUGUST 22, 1985, A CESSNA 172N, N7338F, COLLIDED WITH A 3FT TALL POLE WHILE TAKING OFF FROM TURLOCK, CA. VMC EXISTED AT THE TIME. THE AC WAS SUBSTANTIALLY DAMAGED AND THE PLT AND HIS 2 PAX WERE NOT INJURED. THE PLT STATED THAT HE WAS ON THE RWY WHEN IN FACT HE WAS BETWEEN THE TAXIWAY AND THE RY. THE PLT BEGAN THE TAKEOFF, COLLIDED WITH THE POLE AND ABORTED THE TAKEOFF.

Brief of Accident (Continued)

File No. - 2071

8/22/85

TURLOCK, CA

A/C Reg. No. N7338F

Time (Lc1) - 2045 PDT

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
  2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
  3. OBJECT - UTILITY POLE
  4. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
  5. PROCEDURES/DIRECTIVES - NOT UNDERSTOOD - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2038      11/02/85      SONOMA, CA      A/C Reg. No. N489R      Time (Lcl) - 1600 PST

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

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

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

Make/Model - LEWIS-PEXTON RV-4	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	SONOMA, CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - 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 - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 115
SE LAND	Months Since - UNK/NR	Make/Model- 28
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED INTO THE GROUND FROM ABOUT 250 FT AFTER A STALL FOLLOWING A DIVE & LEVEL OFF. TWO WITNESSES SAW THE ACC AND ONE BELIEVED THE PLT WAS LOOKING FOR HIM OR TRYING TO GET HIS ATTENTION BECAUSE THE PLT KNEW THE WITNESS' TRUCK AND WHERE HE WOULD BE. BOTH WITNESSES SAID THAT THE ACFT WENT "STRAIGHT IN" TO THE GROUND. ONE ESTIMATED THE STARTING HEIGHT OF THE FATAL DIVE AT 250 FT, WITH THE WINGS ROCKING UP & DOWN. THE OTHER SAID IT APPEARED TO BE AT ABOUT 300-400 FT AGL COMING OUT OF A TURN WHEN IT THEN JUST WENT "STRAIGHT IN".



Brief of Accident (Continued)

File No. - 2038

11/02/85

SONOMA, CA

A/C Reg. No. N489R

Time (Lc1) - 1600 PST

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

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
2. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. MANEUVER - MISJUDGED - PILOT IN COMMAND
4.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
5. STALL - IMPROPER - PILOT IN COMMAND
6.      IMPROPER DECISION, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2168      11/12/85      EUREKA, CA      A/C Reg. No. N4579C      Time (Lcl) - 1345 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

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

Make/Model - JOHN PATRICK COLEMAN BENSEN B-8	Eng Make/Model - BOMBARDIER-RO 503S.N.34584	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 550	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 50 HP		

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

Weather Data

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

Itinerary

Last Departure Point  
EUREKA, CA  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

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

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

Pilot-In-Command

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

Age - 25

Biennial Flight Review  
Current - YES  
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-----

ON NOVEMBER 12, 1985, AT APPROXIMATELY 1345 PST AN AMATEUR BUILT BENSEN B-8M AIRCRAFT OWNED AND OPERATED BY JOHN PATRICK COLEMAN CRASHED WHILE ON A PLEASURE FLIGHT. VFR CONDITIONS PREVAILED AND NO FLIGHT PLAN WAS FILED. THE AIRCRAFT WAS DESTROYED AND THE PILOT RECEIVED FATAL INJURIES. THE PILOT HELD A PRIVATE CERTIFICATE. THE FLIGHT ORIGINATED AT EUREKA MUNICIPAL AIRPORT, EUREKA, CALIFORNIA, AT APPROXIMATELY 1420 PST. A WITNESS OBSERVED THE AIRCRAFT ON DEPARTURE "MAKE A SHRP TURN CAUSING THE AIRCRAFT TO INVERT AND FALL TO THE EARTH.

Brief of Accident (Continued)

File No. - 2168

11/12/85

EUREKA, CA

A/C Reg. No. N4579C

Time (Lc1) - 1345 PST

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
  2. MANEUVER - EXCESSIVE - PILOT IN COMMAND
  3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  4. STALL - UNCONTROLLED - PILOT IN COMMAND
- 

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

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----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2022      3/21/85      VAIL,CO      A/C Reg. No. N8359B      Time (Lcl) - 2020 MST

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

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

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

Make/Model - PIPER 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	FORT MORGAN,CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	EAGLE,CO	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR THIN BKN	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 300 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 90
SE LAND	Months Since - 7	Last 24 Hrs - 2
HELICOPTER	Aircraft Type - PA28161	Make/Model- 90
		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 PLT DID NOT OBTAIN A WX BRIEFING, FILE A FLIGHT PLAN OR REFUEL THE ACFT PRIOR TO DEPARTING FOR EAGLE COLORADO. THE ACFT DEPARTED AT 1800 UNDER VFR COND. THE PLT REPORTED OVER MINTURN CO AT 2019. WITNESSES AT VAIL CO STATED THAT THE WX COND WERE POOR FROM 2000 TO 2045 WITH HEAVY WET SNOW FALLING AND VISIBILITY OF 100 FT OR LESS. ONE CALLED IT A BLIZZARD. ANOTHER WITNESS SAW A PLANE ABOUT THIS TIME AT LOW ALT JUST OVER THE RIDGE BEING BURRED BY THE WWND AND LABORING AT HIGH POWER. THERE WERE NO WITNESSES TO THE ACC. ABOUT AN HOUR BEFORE THE ACC THE PLT HAD REQUESTED WX BY RADIO. THE WX THEN WAS REPORTED AS CEILINGS LOWERING WITH MT TOPS OBSCURED, WX DETERIORATING. THE FLT ACKNOWLEDGED THE REPORT AT 1920. HE REQUESTED WX AGAIN AT 2019. THE EAGLE FSS GAVE THE WX FOR EAGLE AND THE PLT ACKNOWLEDGED. THERE WERE NO FURTHER RADIO COMMUNICATIONS WITH THE PLT.

Brief of Accident (Continued)

File No. - 2022

3/21/85

VAIL,CO

A/C Reg. No. N8359B

Time (Lc1) - 2020 MST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. METEOROLOGICAL SERVICE - NOT USED - PILOT IN COMMAND
4. REFUELING - NOT MAINTAINED - PILOT IN COMMAND
5. WEATHER CONDITION - LOW CEILING
6. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
7. WEATHER CONDITION - SNOW
8. LIGHT CONDITION - DARK NIGHT
9. JUDGEMENT - POOR - PILOT IN COMMAND

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

Finding(s)

10. TERRAIN CONDITION - RISING
11. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
12. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2051

3/30/85

ASPEN, CO

A/C Reg. No. N2711X

Time (Lc1) - 1415 MST

-----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	5

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

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

Make/Model - CESSNA 402C  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 6850  
No. of Seats - 10

Eng Make/Model - CONTINENTAL TS10-520-VB  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 325 HP

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

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

Weather Data

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

Itinerary

Last Departure Point  
GRAND JUNCTION, CO  
Destination  
SAME AS ACC/INC

Airport Proximity  
ON AIRPORT

Airport Data

ASPEN  
Runway Ident - 15  
Runway Lth/Wid - 7003/ 100  
Runway Surface - ASPHALT  
Runway Status - SNOW - DRY

Wind Dir/Speed- 360/010 KTS  
Visibility - 10.0 SM

ATC/Airspace

Lowest Sky/Clouds - 1500 FT SCATTERED  
Lowest Ceiling - 4500 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - TRAFFIC PATTERN

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND, ME LAND

Age - 41

Biennial Flight Review

Current - YES  
Months Since - 23  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	837	Last 24 Hrs	-	8
Make/Model	-	125	Last 30 Days	-	UNK/NR
Instrument	-	148	Last 90 Days	-	25
Multi-Eng	-	513	Rotorcraft	-	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS GIVEN INSTRUCTIONS BY THE ASPEN TWR CONTROLLER TO LAND ON RWY 15. HE WAS REQUESTED TO MAKE A SHORT FINAL TO THE RWY BECAUSE OF APPROACHING TRAFFIC. THE PILOT STATED THAT HE LANDED SLIGHTLY LEFT OF THE RWY CTR LINE. THE ACFT SKIDDED TO LEFT AND THE LEFT WIND TIP CAUGHT A SNOWBANK ON THE LEFT SIDE OF THE RWY. THE ACFT CAME TO REST OFF THE LEFT SIDE OF RWY 15 AFTER THE LANDING GEAR SEPERATED. THE WIND WAS RPTD TO BE FROM 360 DEGREES AT 10 KNOTS.

Brief of Accident (Continued)

File No. - 2051

3/30/85

ASPEN, CO

A/C Reg. No. N2711X

Time (Lc1) - 1415 MST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. ALTITUDE - EXCESSIVE - PILOT IN COMMAND
  3. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
  4. WEATHER CONDITION - TAILWIND
  5.    COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
  6. FLARE - DELAYED - PILOT IN COMMAND
- 

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

Finding(s)

7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

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

Finding(s)

8. TERRAIN CONDITION - SNOWBANK
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2026

6/17/85

BAILEY,CO

A/C Reg. No. N100HK

Time (Lcl) - 1715 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -BUSINESS

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

7

0

0

0

Accident Occurred During -CRUISE

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

Make/Model - CESSNA 402B

Eng Make/Model - CONTINENTAL TSIO-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 - 10

Rated Power - 300 HP

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

Weather Data

Wx Briefing - FSS

Method - ACFT RADIO

Completeness - PARTIAL,LMTD BY PILOT

Basic Weather - IMC

Wind Dir/Speed- UNK/NR

Visibility - UNK/NR

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - UNK/NR

Obstructions to Vision- FOG

Precipitation - RAIN SHOWERS

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BROOMFIELD,CO

Destination

MONTE VISTA,CO

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND,ME LAND

Age - 53

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 3000

Make/Model- UNK/NR

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

GROUND WITNESSES OBSERVED THE ACFT ENTER LOW CLOUDS GOING SOUTH, THEN EMERGE FROM CLOUDS GOING WEST. ACFT COLLIDED WITH MOUNTAIN IN WINGS-LEVEL AND POWERED ATTITUDE. MOUNTAINS WERE REPORTED TO BE OBSCURED BY CLOUDS AND FOG.



Brief of Accident (Continued)

File No. - 2026

6/17/85

BAILEY,CO

A/C Reg. No. N100HK

Time (Lc1) - 1715 MDT

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
3. WEATHER CONDITION - OBSCURATION
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. WEATHER CONDITION - FOG
6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
7. CLEARANCE - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

8. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation CRUISE - 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) 2,4,6,7

Factor(s) relating to this accident is/are finding(s) 1,3,5,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2027      7/30/85      LA SALLE,CO      A/C Reg. No. N5642B      Time (Lc1) - 0755 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
NONE

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

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

Make/Model      - CESSNA C-182  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2550  
No. of Seats      - 4

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

ELT Installed/Activated - YES/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- CALM  
Visibility      - UNK/NR  
Lowest Sky/Clouds      - PART OBS  
Lowest Ceiling      - OBSCURED  
Obstructions to Vision- FOG  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
LA SALLE,CO  
Destination  
DURANGO,CO

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

VALLEY VIEW  
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 - 30

Biennial Flight Review

Current      - YES  
Months Since      - 12  
Aircraft Type - 182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 198	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	9
Instrument-	0	Last 90 Days-	27

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT AND HIS GIRLFRIEND T/O FROM A PVT AIRFIELD NORTH OF DENVER CO IN A C182 IN HEAVY FOG CONDITIONS. THE PILOT WAS NOT INST RATED. SHORTLY AFTER T/O THE AIRCRAFT HIT THE GROUND AND WAS DESTROYED. BOTH OCCUPANTS REC'D FATAL INJURIES.

Brief of Accident (Continued)

File No. - 2027

7/30/85

LA SALLE,CO

A/C Reg. No. N5642B

Time (Lcl) - 0755 MDT

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

Finding(s)

1. WEATHER CONDITION - FOG
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. IMPROPER DECISION,SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. IMPROPER DECISION,PRESSURE INDUCED BY OTHERS - ATC PERSONNEL(FSS)
6. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
7. JUDGEMENT - POOR - PILOT IN COMMAND
8. BECAME LOST/DISORIENTED - NOT SELECTED - PILOT IN COMMAND

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

Finding(s)

9. AIRSPEED - UNCONTROLLED - PILOT IN COMMAND
10. ALTITUDE - UNCONTROLLED - PILOT IN COMMAND

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

Finding(s)

11. TERRAIN CONDITION - OPEN FIELD
12. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8,9,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,11,12

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2050      8/18/85      AURORA, CO      A/C Reg. No. N9880V      Time (Lcl) - 1835 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      -INSTRUCTIONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Fire      Crew      0  
NONE      Pass      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

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 280/005 KTS  
Visibility      - 50.0 SM  
Lowest Sky/Clouds      - 8000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

AURORA  
Runway Ident      - 14  
Runway Lth/Wid      - 5200/ 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-WAIVERS/LIMIT  
Flight Time (Hours)

Total      - 29	Last 24 Hrs - 1
Make/Model- 20	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 29
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT STATED THAT HE WAS ATTEMPTING TO LAND ON RUNWAY 14. HE EXECUTED A GO-AROUND BECAUSE THE AIRCRAFT WAS NOT ALIGNED WITH THE RUNWAY. THE PILOT APPLIED FULL POWER AND RAISED THE FLAPS. BECAUSE OF THE FLAP SWITCH DESIGN, WHEN THE PILOT PUT THE FLAP SWITCH IN THE UP POSITION, THE FLAPS RAISED TO THE FULL UP POSITION. THE PILOT STATED THAT HE DIVERTED HIS ATTENTION FROM RAISING THE FLAPS, SETTLED TO THE GROUND AND COLLIDED WITH A DITCH.

Brief of Accident (Continued)

File No. - 2050

8/18/85

AURORA, CO

A/C Reg. No. N9880V

Time (Lc1) - 1835 MDT

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

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
2. GO-AROUND - PERFORMED - PILOT IN COMMAND
3. FLT CONTROL SYST, WING FLAP CONTROL - OTHER
4. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
6. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, - PILOT IN COMMAND

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

Finding(s)

8. TERRAIN CONDITION - DITCH

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2005      8/30/85      ENGLEWOOD, CO      A/C Reg. No. N5418F      Time (Lcl) - 2345 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire      Crew      Fatal  
NONE      Pass      0

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

Make/Model      - PIPER PA-28-181  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2550  
No. of Seats      - 4

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

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed-      170/010 KTS  
Visibility      - 25.0 SM  
Lowest Sky/Clouds      - 12000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision-      NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
ERIE, CO  
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

CENTENNIAL  
Runway Ident      - 16R  
Runway Lth/Wid      - 5145/ 75  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 21  
Biennial Flight Review  
Current      - YES  
Months Since      - 2  
Aircraft Type      - 152

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

Total	-	80	Last 24 Hrs	-	1
Make/Model-	6		Last 30 Days-	UNK/NR	
Instrument-	3		Last 90 Days-	10	

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED AFTER THE ACCIDENT THAT HE HAD APPROXIMATELY 1/2 FULL TANKS OF FUEL WHEN HE DEPARTED THE AIRPORT ON A LOCAL NIGHT FLIGHT. HE STATED THAT HE FLEW BURNING FUEL FROM THE LEFT FUEL TANK. THE PILOT WAS RETURNING TO THE AIRPORT AFTER A FLIGHT OF APPROXIMATELY 1 HOUR AND 15 MINUTES, WHEN HE BEGAN RUNNING ROUGH. HE STATED THAT HE SWITCHED THE FUEL SELECTOR TO THE RIGHT FUEL TANK BUT THEN SWITCHED IT BACK TO THE LEFT TANK MOMENTS LATER WHEN THERE WAS NO CHANGE IN THE ENG PERFORMANCE. THE ENG QUIT AND THE PILOT EXECUTED AN EMERGENCY LANDING IN AN OPEN FIELD.

Brief of Accident (Continued)

File No. - 2005

8/30/85

ENGLEWOOD,CO

A/C Reg. No. N5418F

Time (Lcl) - 2345 MDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - PERFORMED - PILOT IN COMMAND
2. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND
3. FLUID,FUEL - STARVATION
4. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
5. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2118

8/31/85

PEYTON, CO

A/C Reg. No. N14331

Time (Lcl) - 1525 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Fatal

Injuries

None

Type of Operation -PERSONAL

DESTROYED

Crew 1

Serious

Minor

0

Flight Conducted Under -14 CFR 91

Fire

Pass 1

0

0

0

Accident Occurred During -DESCENT

ON GROUND

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

Make/Model - PIPER PA-18-150

Eng Make/Model - LYCOMING O-320-A2B

ELT Installed/Activated - YES-UNK/NR

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 1750

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 150 HP

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

Weather Data

Itinerary

Airport Proximity

Wx Briefing - NO RECORD OF BRIEFING

Last Departure Point

ON AIRPORT

Method - N/A

SAME AS ACC/INC

Completeness - N/A

Destination

Airport Data

Basic Weather - VMC

LOCAL

Wind Dir/Speed- 120/009 KTS

ATC/Airspace

BIJOU SPRINGS RANCH

Visibility - 100.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Type of Flight Plan - NONE

Runway Ident - 21

Lowest Ceiling - NONE

Type of Clearance - NONE

Runway Lth/Wid - 3640/ 50

Obstructions to Vision- NONE

Type Apch/Lndg - NONE

Runway Surface - GRAVEL

Precipitation - NONE

Condition of Light - DAYLIGHT

Runway Status - DRY

-----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 - 7659 Last 24 Hrs - UNK/NR

SE LAND, ME LAND

Months Since - 5

Make/Model- 71 Last 30 Days- UNK/NR

GLIDER

Aircraft Type - 24

Instrument- 688 Last 90 Days- 26

Multi-Eng - 4380

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE TWO EXPERIENCED PILOTS TOOK OFF FROM HIGH ALT AIRSTRIIP UNDER HIGH DENSITY ALT CONDITIONS. WITNESSES SAID ACFT ENTERED A 60-DEGREE LEFT BANKING TURN. WHEN ACFT HAD COMPLETED 120-DEGREES OF TURN, THE NOSE DROPPED. WITNESSES SAID THE ACFT SIDE-SLIPPED TO THE LEFT AND LOST CONSIDERABLE ALTITUDE. THE ACFT SEEMED TO RECOVER BUT THEN SIDE-SLIPPED TO THE RIGHT. THE ACFT STRUCK THE GROUND, SLID TO THE RIGHT, AND BURST INTO FLAMES.



Brief of Accident (Continued)

File No. - 2118

8/31/85

PEYTON, CO

A/C Reg. No. N14331

Time (Lcl) - 1525 MDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
2. AIRSPEED(VS) - BELOW - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. STALL - INADVERTENT - PILOT IN COMMAND
5. LIGHT CONDITION - DAYLIGHT

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

Finding(s)

6. TERRAIN CONDITION - OPEN FIELD
7. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

Occurrence #3      FIRE  
Phase of Operation      OTHER

Finding(s)

8. FLUID, FUEL - EXPLODED
9. FLUID, FUEL - BURNED

-----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. - 2036

9/17/85

HOLYOKE, CO

A/C Reg. No. N3562G

Time (Lcl) - 0845 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 -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

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

Make/Model - PIPER PA-28-181  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2450  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360A 4M  
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 - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 225/004 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  
YUMA, AZ  
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

HOLYOKE  
Runway Ident - 17  
Runway Lth/Wid - 3600/ 60  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 49

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

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

Total	-	311	Last 24 Hrs -	1
Make/Model-	311	Last 30 Days-	UNK/NR	
Instrument-	8	Last 90 Days-	35	

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LANDED HER A/C IN A RIGHT XWIND AND WAS UNABLE TO PREVENT THE A/C FROM VEERING OFF THE R/W.  
THE A/C STRUCK A WIND T AND CAME TO REST IN A CORN FIELD. THE PLT WAS NOT INJURED.

Brief of Accident (Continued)

File No. - 2036

9/17/85

HOLYOKE, CO

A/C Reg. No. N3562G

Time (Lc1) - 0845 MDT

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

Finding(s)  
1. WEATHER CONDITION - CROSSWIND  
-----

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

Finding(s)  
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND  
-----

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

Finding(s)  
3. AIRPORT FACILITIES, WIND DIRECTION INDICATOR - LOSS(PARTIAL)  
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) 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. - 2033

9/19/85

BOULDER, CO

A/C Reg. No. N1222B

Time (Lcl) - 1700 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - CESSNA 425  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 6800  
No. of Seats - 12

Eng Make/Model - PRATT&WHITNEY TT6A-112A  
Number Engines - 2  
Engine Type - TURBOPROP  
Rated Power - 450 HP

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

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

Weather Data

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

Wind Dir/Speed- 270/005 KTS

Visibility - 60.0 SM

Lowest Sky/Clouds - 8000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

DENVER, CO

Destination  
BOULDER, CO

Airport Proximity  
ON AIRPORT

Airport Data

BOULDER MUNICIPAL

Runway Ident - N/A

Runway Lth/Wid - 4100/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND, SE SEA, ME SEA

Age - 59

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 4345

Make/Model- 716

Instrument- 600

Multi-Eng - 3720

Last 24 Hrs - UNK/NR

Last 30 Days- 5

Last 90 Days- 91

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT SAID HE MADE A NORMAL LDG. DURING LDG ROLL THE LEFT BRAKE WOULD NOT RESPOND TO PEDAL APPLICATION. THE PLT ERRORED BY INCORRECTLY FEATHERING BOTH PROPS. THE A/C WENT OFF THE END OF R/W AND STRUCK A FENCE. EXAMINATION OF THE BRAKE SYSTEM REVEALED A BRAKE PUCK WAS MISSING. A MISSING PUCK WOULD CAUSE POOR BRAKING ACTION.

Brief of Accident (Continued)

File No. - 2033

9/19/85

BOULDER, CO

A/C Reg. No. N1222B

Time (Lcl) - 1700 MDT

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

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, PARTIAL

Occurrence #2 OVERRUN  
Phase of Operation LANDING - ROLL

Finding(s)

2. PROPELLER FEATHERING - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)

3. OBJECT - FENCE

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2117

9/21/85

SUGAR CITY, CO

A/C Reg. No. N9186W

Time (Lcl) - 1130 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	2
IN FLIGHT	0	0	0	0

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

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

Make/Model - PIPER PA-28-235  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2900  
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-B2B5  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 235 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 270/008 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  
DENVER, CO  
Destination  
TAOS, NM

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 27  
Biennial Flight Review  
Current - YES  
Months Since - 4  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 222  
Make/Model- 91  
Instrument- 12  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

PLTS WERE PARTICIPATING IN MILE-HIGH AIR DERBY BETWEEN DENVER, COLORADO AND TAOS, NEW MEXICO. ACFT WAS FLYING 50 FT AGL AND AT FULL THROTTLE. WHEN PLT DEPRESSED MICROPHONE BUTTON TO GIVE POSITION REPORT, A MUFFLED EXPLOSION WAS HEARD. CABIN IMMEDIATELY FILLED WITH SMOKE AND AN EMERGENCY LANDING WAS MADE IN OPEN FIELD.

Brief of Accident (Continued)

File No. - 2117

9/21/85

SUGAR CITY, CO

A/C Reg. No. N9186W

Time (Lc1) - 1130 MDT

Occurrence #1 EXPLOSION  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM - LEAK
2. FUEL SYSTEM, LINE FITTING - OVERTORQUE
3. COMM/NAV EQUIPMENT - EXPLODED

Occurrence #2 FIRE  
Phase of Operation CRUISE - NORMAL

Finding(s)

4. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - SMOKE

Occurrence #3 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. TERRAIN CONDITION - OPEN FIELD

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2049      10/23/85      COLORADOSPRINGS,CO      A/C Reg. No. N170CE      Time (Lcl) - 1714 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor      None  
0      0      0  
0      0      0

1  
1

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

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

Eng Make/Model - CONTINENTAL 145-2  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 145 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 130/010 KTS  
Visibility      - 65.0 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  
WESTCLIFF,CO

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

COLORADO SPRINGS MUNI  
Runway Ident      - 17  
Runway Lth/Wid      - 11021/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 35  
Biennial Flight Review  
Current      - YES  
Months Since      - 1  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 188      Last 24 Hrs - 5  
Make/Model- 6      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 PILOT TOOK OFF ON RUNWAY 17. THE WIND WAS REPORTED TO BE FROM 130 DEGREES AT 10 KNOTS. AFTER LIFTOFF THE LEFT WING ROSE ABRUPTLY AND THE AIRCRAFT VEERED TO THE RIGHT. THE PILOT STATED THAT BECAUSE OF HIS LOW ALTITUDE HE COULD NOT REGAIN CONTROL OF THE AIRCRAFT BEFORE IT COLLIDED WITH THE GROUND.



Brief of Accident (Continued)

File No. - 2049

10/23/85

COLORADOSPRINGS.CO

A/C Reg. No. N170CE

Time (Lc1) - 1714 MDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
- 

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

-----  
----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. - 2164      10/27/85      STERLING,CO      A/C Reg. No. N1728U      Time (Lcl) - 1740 MST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

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

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

Make/Model - CESSNA T210NII  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3800  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-R  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 310 HP

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

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

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 170/010 KTS  
Visibility - 28.8 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
FORT COLLINS,CO  
Destination  
STERLING,CO

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

CROSSON FLD  
Runway Ident - N/A  
Runway Lth/Wld - N/A  
Runway Surface - N/A  
Runway Status - DRY

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

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

Age - 34  
Biennial Flight Review  
Current - YES  
Months Since - 25  
Aircraft Type - 310

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

Total	- 2250	Last 24 Hrs -	3
Make/Model-	577	Last 30 Days-	UNK/NR
Instrument-	76	Last 90 Days-	32
Multi-Eng -	565	Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT INDICATED HE HAD THE ARPT IN SITE WHEN THE ENG FAILED DUE TO FUEL EXHAUSTION. THE INVESTIGATION REVEALED THE ENG TACH SHOWED A TOTAL LAPSED TIME OF 4.9 HRS FLOWN ON THIS ONE FUEL LOAD. THE PERFORMANCE CHARTS FOR THIS PARTICULAR FLT INDICATES A MAX FLT TIME OF BETWEEN 4.45 HRS AND 4.8 HRS. THE PLT INDICATED HE SHOULD HAVE ADDED FUEL TO PREVENT THE ACCIDENT FROM HAPPENING.

Brief of Accident (Continued)

File No. - 2164

10/27/85

STERLING, CO

A/C Reg. No. N1728U

Time (Lcl) - 1740 MST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - MISJUDGED - PILOT IN COMMAND
3. FLUID, FUEL - EXHAUSTION
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
5. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

-----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. - 2156      7/13/85      MIDDLETOWN,DE      A/C Reg. No. N8577P      Time (Lcl) - 1915 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	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

Crew  
Pass  
NONE

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

Make/Model - PIPER PA-24-260  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2900  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540-E4A5  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - TV WX  
Method - TV/RADIO  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 170/008 KTS  
Visibility - 8.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
MIDDLETOWN,DE  
Destination  
LOCAL

Airport Proximity  
UNK/NR

Airport Data

ATC/Airspace

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

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

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

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

Age - 51  
Biennial Flight Review  
Current - YES  
Months Since - 15  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1477  
Make/Model- 106  
Instrument- 301  
Multi-Eng - 8  
Last 24 Hrs - 1  
Last 30 Days- 2  
Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

FOLLOWING TAKEOFF, AT ABOUT 350 FEET AGL, THE ENGINE QUIT ABRUPTLY. THE PLT ATTEMPTED TO LAND IN A FIELD WHICH WAS LOCATED ABOUT 15 DEGREES EAST OF THE ACFT'S HEADING. WHILE ATTEMPTING TO AVOID PWR LINES NEAR THE FIELD, THE RIGHT WING COLLIDED WITH THE WIRES. AFTER CONTACT WITH THE WIRES, WITNESS CONCUR THAT THE PLT WAS ABLE TO RAISE THE NOSE OF THE ACFT, BEFORE THE RIGHT WING STRUCK THE GROUND, FOLLOWED BY THE BOTTOM NOSE SECTION COWLING, NEAR THE NOSE WHEEL. AT THIS POINT, THE AIRCRAFT HAD PIVOTED ALMOST 180 DEGREES, AND BOUNCED BACKWARD THROUGH THE AIR APPROXIMATELY 60 FEET BEFORE COMING TO REST.

Brief of Accident (Continued)

File No. - 2156

7/13/85

MIDDLETOWN, DE

A/C Reg. No. N8577P

Time (Lcl) - 1915 EDT

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

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

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

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

Finding(s)

3. OBJECT - SOFT

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

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

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

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. - 2155	9/15/85	CHESWOLD, DE	A/C Reg. No. N3298Q	Time (Lcl) - 0720 EDT
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-----Basic Information-----

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

---

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

Make/Model - CESSNA 401	Eng Make/Model - CONTINENTAL TS10520 E	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	WINSTON-SALEM, NC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DOVER, DE	DELAWARE AIRPARK
Wind Dir/Speed- 350/001 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3484/ 50
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	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, COMMERCIAL	Current - YES	Total - 3550
SE LAND, ME LAND	Months Since - 18	Make/Model- 725
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 1535
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 85
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

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-----Narrative-----

AFTER LANDING ON RUNWAY 27, THE PILOT SLOWED THE AIRCRAFT TO APPROXIMATELY 30 MPH. THE AIRCRAFT HAD ROLLED OUT ABOUT 1000 FEET WHEN THE GEAR HORN SOUNDED AND ALL THREE LANDING GEAR COLLAPSED. THE PILOT REACHED FOR THE GEAR SWITCH, WHICH WAS IN THE UP POSITION, BUT THE GEAR COMPLETED ITS RETRACTION AND THE AIRCRAFT SKIDDED ALONG THE RUNWAY APPROXIMATELY 127 FEET. TESTING OF THE SQUAT SWITCH, ACCORDING TO THE PILOT, REVEALED THAT THE SWITCH HAD FAILED.

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Brief of Accident (Continued)

File No. - 2155

9/15/85

CHESWOLD,DE

A/C Reg. No. N3298Q

Time (Lc1) - 0720 EDT

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Occurrence            COMPLETE GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

1. FUEL TANK SELECTOR POSITION - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2148      1/15/85      FLORIDANA, FL      A/C Reg. No. N1496X      Time (Lcl) - 0805 EST

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

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

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

Make/Model	- PIPER PA-32-300	Eng Make/Model	- LYCOMING IO-540-KIA5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	FORT LAUDERDALE, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MELBOURNE, FL	
Wind Dir/Speed - 320/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1813
SE LAND, ME LAND	Months Since - 15	Make/Model - 140
	Aircraft Type - UNK/NR	Instrument - 63
		Multi-Eng - 108
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - 250

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CRUISE FLIGHT THE PILOT NOTED THE ENGINE WAS VIBRATING SEVERELY AND SPRAYING OIL AND THEN FAILED. EXAMINATION OF THE ENGINE REVEALED THAT THE #2 CYLINDER CONNECTING ROD HAD FAILED IN OVERLOAD. A SMALL PIECE OF GEAR TOOTH WAS FOUND INSIDE THE ENGINE THE ENGINE AND IT EXHIBITED EVIDENCE OF FATIGUE FAILURE MODES. THE LOOSE GEAR TOOTH WAS FREE TO MOVE THROUGH THE ENGINE CAVITY AND INITIATE OTHER FAILURES.



Brief of Accident (Continued)

File No. - 2148

1/15/85

FLORIDANA,FL

A/C Reg. No. N1496X

Time (Lc1) - 0805 EST

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

Finding(s)

1. HOBBS METER DIAPHRAGM - FATIGUE
  2. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2024      8/26/85      Ocala, FL      A/C Reg. No. N47BM      Time (Lcl) - 1630 EDT

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

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

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

Make/Model - SILVAIRE AIRCRAFT CO LUSCOMBE 8Eng	Make/Model - CONTINENTAL C-85-12	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	GREY STONE
Wind Dir/Speed- 180/008 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3640/ 100
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, FLT ENG	Current - YES	Total - 2600
SE LAND, ME LAND	Months Since - 9	Make/Model- UNK/NR
	Aircraft Type - 707	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS OBSERVED TO TAKE OFF, MAKE A STEEP TURN, A FEW SECONDS LATER, AT AN ALTITUDE OF ABOUT 200 FT AGL, ENTER ANOTHER STEEP TURN AND SPIN INTO THE GROUND. WITNESSES REPORT THAT THE PILOT EXHIBITED LACK OF CONTROL COORDINATION WHILE PERFORMING TURNS IN THAT PARTICULAR MAKE AND MODEL OF ACFT, AND THAT HE HAD ON OCCASION, ENGAGED IN RECKLESS FLYING.

Brief of Accident (Continued)

File No. - 2024

8/26/85

OCALA, FL

A/C Reg. No. N478M

Time (Lcl) - 1630 EDT

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

Finding(s)

1. LIGHT CONDITION - DAYLIGHT
2. IMPROPER USE OF PROCEDURE, OSTENTATIOUS DISPLAY - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. STALL/SPIN - PERFORMED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - RUNWAY

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2030      9/08/85      KEY WEST, FL      A/C Reg. No. N5488W      Time (Lcl) - 2208 EDT

-----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	UNK/NR	Pass 1	0	0	0
Accident Occurred During -UNKNOWN					

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

Make/Model - PIPER PA-28-160	Eng Make/Model - LYCOMING O-320-B2B	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FT. LAUDERDALE, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KEY WEST, FL	UNKNOWN
Wind Dir/Speed- 110/013 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - UNK/NR
	Months Since - N/A	Make/Model- UNK/NR
	Aircraft Type - N/A	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-----

THE ACFT FAILED TO ARRIVE AT ITS INTENDED DESTINATION ON A FLT PLAN FROM FT. LAUDERDALE FL. TO KEY WEST FL. NAVY KEY WEST APCH WAS PROVIDING VFR FLT FOLLOWING, RADAR & RADIOCONTACT WAS LOST WITH THE ACFT 20 NE OF KEY WEST. THE WHEREABOUTS OF THE OCCUPANTS ARE UNKNOWN & THEY ARE PRESUMED FATAL. THE ACFT IS MISSING & THE DAMAGE INDEX IS PRESUMED TO BE DESTROYED.

Brief of Accident (Continued)

File No. - 2030

9/08/85

KEY WEST, FL

A/C Reg. No. N5488W

Time (Lc1) - 2208 EDT

Occurrence - MISSING AIRCRAFT  
Phase of Operation - UNKNOWN

Finding(s)

1. UNDETERMINED

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2035

9/09/85

OPA LOCKA, FL

A/C Reg. No. N25590

Time (Lcl) - 1700 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

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 - UNK/NR

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 100/013 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 2500 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HOLLYWOOD, FL

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

OPA-LOCKA WEST

Runway Ident - 09

Runway Lth/Wid - 3000/ 60

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TOUCH AND GO

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 45

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 19 Last 24 Hrs - 8

Make/Model- 19 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHILE ATTEMPTING A TOUCH & GO LANDING HE LOST CONTROL OF THE ACFT & LANDED IN A MUDDY AREA ON THE NORTH SIDE OF THE RWY.

Brief of Accident (Continued)

File No. - 2035

9/09/85

OPA LOCKA, FL

A/C Reg. No. N25590

Time (Lc1) - 1700 EDT

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

Finding(s)

1. TOUCH-AND-GO LANDING - ATTEMPTED - PILOT IN COMMAND
  2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

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

Finding(s)

4. TERRAIN CONDITION - SOFT
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2025	9/09/85	OAK HILL, FL	A/C Reg. No. N3684X	Time (Lcl) - 1935 EDT
<hr/>				
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
Type of Operation	-POSITIONING	DESTROYED	Fatal	0
Flight Conducted Under	-14 CFR 91	Fire	Crew	0
Accident Occurred During	-DESCENT	NONE	Pass	0
			Serious	0
			Minor	1
			None	0
<hr/>				
-----Aircraft Information-----				
Make/Model	- AERO COMMANDER 100	Eng Make/Model	- LYCOMING O-320-A2B	ELT Installed/Activated - NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System - YES
Max Gross Wt	- 2250	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 4	Rated Power	- 150 HP	
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	TITUSVILLE, FL		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	NEW SMYRNA BCH, FL		
Wind Dir/Speed	- 150/006 KTS	ATC/Airspace	Runway Ident	- N/A
Visibility	- 10.0 SM	Type of Flight Plan	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	Runway Surface	- GRAVEL
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status	- WET
Obstructions to Vision	- NONE			HIGH VEGETATION
Precipitation	- NONE			
Condition of Light	- DUSK			
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total	- 924	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 8	Make/Model	- UNK/NR	Last 30 Days- UNK/NR
	Aircraft Type - 172	Instrument-	3	Last 90 Days- 5
<hr/>				
Instrument Rating(s) - NONE				
<hr/>				
-----Narrative-----				
<p>THE PLT WAS MAKING HIS FIRST FLT IN HIS RECENTLY PURCHASED ACFT. THE PLT STATED THAT BOTH FUEL TANKS WERE FULL PRIOR TO TAKE-OFF. APPROXIMATELY 20 MINS AFTER TAKE-OFF, AN ATTEMPT WAS MADE TO SWITCH FROM THE RIGHT FUEL TANK TO THE LEFT FUEL TANK. SECONDS LATER, THE ENG LOST POWER &amp; ALL ATTEMPTS TO RESTART THE ENG FAILED. AN EMERG DESCENT WAS ESTABLISHED &amp; THE ACFT CRASHED INTO A WOODED AREA. THE ACFT WAS DESTROYED &amp; THE PLT &amp; HIS PAX SUSTAINED MINOR INJURIES. THE ACFT HAD NOT BEEN FLOWN IN THE PAST 2 YEARS. THE PLT STATED THAT APRX ONEMONTH PRIOR TO THE ACCIDENT, HE HAD DRAINED APRX ONE PINT OF WATER FROM THE SINGLE DRAIN POINT IN THE FUEL SYST. ON THE DAY OF THE ACCIDENT, HE STATED THAT HE HAD DRAINED THE FUEL SUMP DURING THE PREFLT INSPECTION &amp; DID NOT OBSERVE ANY WATER. ALTHOUGH BOTH FUEL TANKS RUPTURED ON IMPACT. AN EXAM OF THE LEFT TANK REVEALED THE PRESENCE OF WATER IN THE BOTTOM OF THE FUEL TANK.</p>				
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Brief of Accident (Continued)

File No. - 2025

9/09/85

OAK HILL, FL

A/C Reg. No. N3684X

Time (Lcl) - 1935 EDT

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

Finding(s)

1. FUEL SYSTEM - WATER
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2108      9/11/85      OKEECHOBEE, FL      A/C Reg. No. N12HD      Time (Lc1) - 1900 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

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

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

Make/Model      - JODEL D-9  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 813  
No. of Seats      - 1

Eng Make/Model      - LYCOMING O-145-B2  
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- 120/006 KTS  
Visibility      - 10.0 SM

Lowest Sky/Clouds      - 3000 FT SCATTERED  
Lowest Ceiling      - 25000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
OKEECHOBEE, FL  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRSTRIP

Airport Data

RIVER ACRES  
Runway Ident      - 15  
Runway Lth/Wid      - 4200/ 75  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 58

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 500	Last 24 Hrs	- UNK/NR
Make/Model-	0	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD FLOWN ONLY 4 HAS IN THE LAST 6 MONTHS IN A CESSNA 150 TYPE ACFT & HAD NEVER FLOWN A JODEL 09 BEFORE. THE PLT BOARDED THE ACFT, DECLINED A COCKPIT CHECK BY THE OWNER & MADE AN IMMEDIATE TAKE OFF. THE PLT TOOK OFF FROM THE GRASS STRIP WITHOUT PERFORMING ANY PREFLT CHECK, ENG RUN UP OR MAGCHECK. THE TAILWHEEL EQUIPPED EXPERIMENTAL ACFT WAS OBSERVED BY 2 PLT WITNESSES TO MAKE THE ENTIRE TAKE OFF RUN IN A 3 POINT ATTITUDE. THE ACFT CLIMBED AWAY FROM THE GROUND IN A VERY NOSE HIGH ATTITUDE, LEVELED OFF, THEN ENTER A NOSE HIGH ATTITUDE AGAIN. THIS ERRATIC FLT PATH WAS REPEATED SEVERAL TIMES BEFORE THE ACFT WAS OBSERVED TO ENTER A STALL THEN SPIN TO THE GROUND FROM AN ALT OF 150 TO 200 F T. THE OWNER OF THE ACFT DESCRIBED THE ACFT AS EASY TO FLY BUT "A LITTLE SENSITIVE ON THE CONTROLS.

Brief of Accident (Continued)

File No. - 2108

9/11/85

OKEECHOBEE, FL

A/C Reg. No. N12HD

Time (Lc1) - 1900 EDT

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
  3. PREFLIGHT PLANNING/PREPARATION - NOT PERFORMED - PILOT IN COMMAND
  4.        IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
  5.        IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
- 

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

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

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

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. - 2084      9/13/85      PANAMA CITY, FL      A/C Reg. No. N4894B      Time (Lcl) - 1020 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
0	0	0	1

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

Fire  
NONE

Crew  
Pass  
Other

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

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

Eng Make/Model - LYCOMING O-235L2C  
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- 040/010 KTS  
Visibility - 4.000 SM  
Lowest Sky/Clouds - 1500 FT SCATTERED  
Lowest Ceiling - 10000 FT OBSCURED  
Obstructions to Vision- HAZE  
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  
ON AIRPORT

Airport Data

PANAMA CITY  
Runway Ident - 05  
Runway Lth/Wid - 4888/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

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

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

Total	- 160	Last 24 Hrs -	2
Make/Model-	160	Last 30 Days-	68
Instrument-	0	Last 90 Days-	90

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OF 757HM STATED THAT HE UNDERSTOOD HE WAS SECOND TO LAND SO HE PROCEEDED TO TURN FINAL UNKNOWNLY CUTTING OFF THREE OTHER ACFT ON FINAL APCH TO RWY 05. THE TOWER TOLD HIM "BREAK LEFT THERE IS TWO ACFT ON FINAL" HE APPLIED POWER TO GO AROUND AND STOPPED HIS SINK RATE JUST HAS HE CONTACTED THE TOP OF 4894B. HE THEN WENT AROUND AND ON HIS NEXT APCH WAS TOLD HE WAS TOO CLOSE TO HIS TRAFFIC AND WAS INSTRUCTED TO GO AROUND AGAIN AND LANDED WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 2084

9/13/85

PANAMA CITY, FL

A/C Reg. No. N4894B

Time (Lc1) - 1020 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. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT OF OTHER AIRCRAFT
3. VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2084      9/13/85      PANAMA CITY, FL      A/C Reg. No. N757HM      Time (Lcl) - 1020 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

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

NONE  
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 152  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1670  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235L2C  
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- 040/010 KTS  
Visibility - 4.000 SM  
Lowest Sky/Clouds - 1500 FT SCATTERED  
Lowest Ceiling - 10000 FT OBSCURED  
Obstructions to Vision- HAZE  
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  
ON AIRPORT

Airport Data

PANAMA CITY  
Runway Ident - 05  
Runway Lth/Wid - 4888/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 42  
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	1
Make/Model-	16	Last 30 Days-	13
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OF 757 HM STATED THAT HE UNDERSTOOD HE WAS SECOND TO LAND SO HE PROCESSED TO TURN FINAL UNKNOWNLY CUTTING OFF THREE OTHER ACFT ON FINAL APCH TO TWY 05. THE TOWER TOLD HIM "BREAK LEFT THERE IS TWO ACFT ON FINAL", HE APPLIED POWER TO GO AROUND AND STOPPED HIS SINK RATE JUST AS HE CONTACTED THE TOP OF 4894B. HE THEN WENT AROUND AND ON HIS NEXT APCH WAS TOLD HE WAS TOO CLOSE TO HIS TRAFFIC AND WAS INSTRUCTED TO GO AROUND AGAIN AND LANDED WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 2084

9/13/85

PANAMA CITY, FL

A/C Reg. No. N757HM

Time (Lc1) - 1020 CDT

Occurrence

MIDAIR COLLISION

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
4. INTERPRETATION OF INSTRUCTIONS - 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. - 2106      9/15/85      INDIANTOWN, FL      A/C Reg. No. N1767Q      Time (Lcl) - 1604 EDT

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

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

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

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

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRSTRIP	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	NAPLES, FL		Runway Ident	- N/A
Wind Dir/Speed	- 040/017 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 10.0 SM	Type of Flight Plan	- NONE	Runway Surface	- N/A
Lowest Sky/Clouds	- 2500 FT SCATTERED	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- 4500 FT BROKEN	Type Apch/Lndg	- NONE		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 308	Last 24 Hrs - 1
SE LAND	Months Since - 5	Make/Model - 308	Last 30 Days - 4
	Aircraft Type - 150	Instrument - 3	Last 90 Days - 6

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT ATTEMPTED A TAKE-OFF FROM AN INTERMEDIATE POINT OF A DAMP, SOFT, TURF RWY. A 70 DEG. LEFT X-WIND OF APPROX 25 KTS EXISTED AT THE TIME. THE ACFT BECAME AIRBORNE BUT WAS UNABLE TO CLEAR TREES AT THE END OF THE RWY. THE ACFT WAS DESTROYED IN THE CRASH & THE PAX SUSTAINED MINOR INJURIES. THE PLT WAS UNINJURED. THE PLT STATED THAT THE ACCIDENT COULD HAVE BEEN AVOIDED IF HE HAD USED THE FULL LENGTH OF THE RWY & HAD NOT ATTEMPTED A TAKE-OFF IN SUCH HIGH X-WIND CONDITIONS AIRPORT MOMENTS PRIOR TO THE ACCIDENT.



Brief of Accident (Continued)

File No. - 2106

9/15/85

INDIANTOWN, FL

A/C Reg. No. N1767Q

Time (Lcl) - 1604 EDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
  2. PERFORMANCE DATA - NOT FOLLOWED - PILOT IN COMMAND
  3. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
- 

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

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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2107      9/15/85      WESLEY CHAPEL, FL      A/C Reg. No. N89989      Time (Lcl) - 1445 EDT

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

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

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

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320 D2J	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point WESLEY CHAPEL, FL	
Method - N/A	Destination	Airport Data
Completeness - N/A	SAME AS ACC/INC	TOPP OF JAMPA
Basic Weather - VMC		Runway Ident - 32
Wind Dir/Speed- 070/013 KTS	ATC/Airspace	Runway Lth/Wid - 3700/ 150
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - 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, CFI	Current - YES	Total - 986
SE LAND, ME LAND	Months Since - 4	Make/Model- 101
	Aircraft Type - PA-44	Instrument- 280
		Multi-Eng - 608
		Last 24 Hrs - 3
		Last 30 Days- 70
		Last 90 Days- 175

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE RATED PRIVATE PLT WAS RECEIVED A CHECK OUT IN THE ACFT BY A CFI. THE PLT WAS HAVING DIFFICULTY ON THE RWY AS THE WINDS WERE REPORTED AS 070 DEGS AT 13 KNTS. THE RWY BEING USED WAS RWY 32. A 20 DEG RIGHT X-WIND TAILWIND CONDITION EXISTED. ON THE 4TH TOUCH & GO, THE ACFT LEFT THE RWY TO THE RIGHT & FLIPPED OVER. FULL FLAPS HAD BEEN USED ON ALL LANDINGS. THE PLT STATED THE HE THOUGHT THE X-WIND LIMITATIONS OF THE ACFT COULD HAVE BEEN EXCEEDED.

Brief of Accident (Continued)

File No. - 2107

9/15/85

WESLEY CHAPEL, FL

A/C Reg. No. N89989

Time (Lc1) - 1445 EDT

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

Finding(s)

1. PLANNING-DECISION - POOR - PILOT IN COMMAND(CFI)
  2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND(CFI)
- 

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. - 2147      9/16/85      LEESBURG, FL      A/C Reg. No. N9213P      Time (Lcl) - 1530 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor  
0      0  
0      0

None  
1  
0

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

Make/Model      - PIPER AIRCRAFT CORP. PA-24-260      Eng Make/Model      - LYCOMING IO-540-D4A5  
Landing Gear      - TRICYCLE-RETRACTABLE      Number Engines      - 1  
Max Gross Wt      - 3200      Engine Type      - RECIP-FUEL INJECTED  
No. of Seats      - 5      Rated Power      - 260 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 080/015 KTS  
Visibility      - 15.0      SM  
Lowest Sky/Clouds      - 3500 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
UNK/NR  
Destination  
OCALA, FL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

LEESBURG  
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 - 32

Biennial Flight Review

Current      - YES  
Months Since      - 4  
Aircraft Type      - 210

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 688      Last 24 Hrs - UNK/NR  
Make/Model- 17      Last 30 Days- UNK/NR  
Instrument- 116      Last 90 Days- 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED HE WAS TAXIING ON A SMOOTH ASPHALT TAXIWAY IN PREPARATION FOR TAKEOFF WHEN THE LANDING GEAR COLLAPSED. A POST- ACCIDENT EXAMINATION OF LANDING GEAR FAILED TO REVEAL ANY MALFUNCTION OR FAILURE THAT WOULD HAVE PRECLUDED NORMAL OPERATION OF THE SYSTEM.

Brief of Accident (Continued)

File No. - 2147

9/16/85

LEESBURG, FL

A/C Reg. No. N9213P

Time (Lc1) - 1530 EDT

Occurrence COMPLETE GEAR COLLAPSED

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND

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

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

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

**Brief of Accident**

File No. - 2105      9/17/85      ORMOND BEACH, FL      A/C Reg. No. N52637      Time (Lcl) - 0923 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

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

Make/Model - CESSNA 177RG  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2800  
No. of Seats - 4

Eng Make/Model - LYCOMING IO360A1B6D  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 200/010 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - 500 FT SCATTERED  
Lowest Ceiling - 2300 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - DRIZZLE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

ORMOND BEACH  
Runway Ident - 35  
Runway Lth/Wid - 4000/ 180  
Runway Surface - ASPHALT  
Runway Status - WET

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

Pilot-In-Command

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

Age - 40

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	595	Last 24 Hrs -	0
Make/Model-	483	Last 30 Days-	UNK/NR
Instrument-	240	Last 90 Days-	41

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE FORGOT TO EXTEND THE LANDING GEAR PRIOR TO TOUCHDOWN WHILE ON A TEST FLIGHT AFTER MAINTAINENCE WORK WAS PERFORMED ON THE ACFT.

Brief of Accident (Continued)

File No. - 2105

9/17/85

ORMOND BEACH, FL

A/C Reg. No. N52637

Time (Lcl) - 0923 EDT

---

Occurrence

Phase of Operation     LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, GEAR WARNING SYSTEM - INOPERATIVE
  2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  3. 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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2158

9/19/85

LANTANA, FL

A/C Reg. No. N49873

Time (Lcl) - 1005 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAKEOFF

Fire  
NONE

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

Make/Model - CESSNA C-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- 070/013 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 2300 FT SCATTERED  
Lowest Ceiling - 9000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
WEST PALM BEACH, FL  
Destination  
SAME AS ACC/INC

Airport Proximity  
ON AIRPORT

Airport Data

PALM BEACH COUNTY PARK  
Runway Ident - 09  
Runway Lth/Wid - 3489/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 42  
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 - 15  
Make/Model- 11  
Instrument- 1  
Last 24 Hrs - UNK/NR  
Last 30 Days- 13  
Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT, WITH A TOTAL OF ABOUT 14 HOURS INCLUDING 1.7 SOLO, WAS PRACTICING SOLO TOUCH-AND-GO'S WHEN HE SAW THE HELICOPTER HOVERING NEAR THE RWY. FEARING THAT THE HELICOPTER WAS GOING TO FLY OVER THE RWY, HE ABORTED THE TAKEOFF, BUT IN DOING SO, LOST CONTROL OF THE AIRPLANE. THE AIRPLANE SWERVED OFF THE RWY AND COLLIDED WITH THE HOVERING HELICOPTER ABOUT 100 FEET NORTH OF THE EDGE OF THE RWY.



Brief of Accident (Continued)

File No. - 2158

9/19/85

LANTANA, FL

A/C Reg. No. N49873

Time (Lc1) - 1005 EDT

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

Finding(s)

1. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
2.      IMPROPER USE OF PROCEDURE, IMPROPER TRAINING - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4.      IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
5.      IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
6.      IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - VEHICLE

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2158

9/19/85

LANTANA, FL

A/C Reg. No. N8376F

Time (Lc1) - 1005 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

		Minor	Fatal	Serious	Minor	None
Type of Operation	- INSTRUCTIONAL	MINOR	0	0	0	2
Flight Conducted Under	- 14 CFR 91	Fire	0	0	0	0
Accident Occurred During	- HOVER	NONE	0	0	0	1
			Crew			
			Pass			
			Other			

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

Make/Model	- HUGHES HELICOPTERS, INC. 269C	Eng Make/Model	- LYCOMING H10-360-D1A	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2050	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 190 HP		

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 070/013 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 2300 FT SCATTERED

Lowest Ceiling - 9000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WEST PALM BEACH, FL

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

PALM BEACH COUNTY PARK

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

HELICOPTER

Age - 35

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - 269C

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5926 Last 24 Hrs - 6

Make/Model- 1175 Last 30 Days- 25

Instrument- 0 Last 90 Days- 130

Multi-Eng - 700 Rotorcraft - 3000

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE WAS HOVERING AT AN ALTITUDE OF ABOUT THREE FEET. APPROXIMATELY 100 FEET NORTH OF THE RWY. WHEN AN OUT-OF-CONTROL CESSNA 152 TORE OFF THEIR RIGHT LANDING SKID. THE HELICOPTER LANDED SAFELY USING A WOODEN DOLLY FOR SUPPORT OF THE RIGHT SIDE.

Brief of Accident (Continued)

File No. - 2158

9/19/85

LANTANA, FL

A/C Reg. No. N8376F

Time (Lc1) - 1005 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation HOVER

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
3. IMPROPER USE OF PROCEDURE, IMPROPER TRAINING - PILOT OF OTHER AIRCRAFT
4. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT OF OTHER AIRCRAFT
5. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT OF OTHER AIRCRAFT
6. 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) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2109 9/23/85 MEDLEY, FL

A/C Reg. No. N1401K

Time (Lc1) - 1235 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire NONE  
Crew  
Pass

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

Make/Model - AEROFAB, INC LAKE LA-4-250  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2400  
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-C4B5  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 1 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- 060/012 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - 2300 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
MIAMI, FL  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
UNK/NR

Airport Data

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

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

Pilot-In-Command

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

Age - 32

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) - NONE

-----Narrative-----

THE NON SEAPLANE RATED PLT WHOSE AIRMAN CERTIFICATE WAS UNDER SUSPENSION. ATTEMPTED A DOWNWIND TAKE-OFF FROM AN INTERMEDIATE POINT ON THE LAKE'S SURFACE. THE PLT STATED HE THOUGHT THE NON SEAPLANE RATED PLT/PAX ATTEMPTED TO ABORT THE TAKE-OFF BY CLOSING THE THROTTLE AFTER STATING THAT HE, THE PLT/PAX, THOUGHT WE WEREN'T GOING TO MAKE IT. THE ACFT COLLIDED WITH A DIRT & ROCK BANK AT THE LAKE'S EDGE & FLIPPED UPSIDE DOWN OUT OF THE LAKE & UNTO THE SHORE.

Brief of Accident (Continued)

File No. - 2109

9/23/85

MEDLEY, FL

A/C Reg. No. N1401K

Time (Lc1) - 1235 EDT

-----  
Occurrence #1      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
  3. COMPENSATION FOR WIND CONDITIONS - NOT USED - PILOT IN COMMAND
  4. ABORTED TAKEOFF - ATTEMPTED - OTHER PERSON
- 

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - ROLL

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

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

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

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

**Brief of Accident**

File No. - 2008      9/23/85      FORT LAUDERDALE, FL      A/C Reg. No. N402V      Time (Lcl) - 1242 EDT

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

Type Operating Certificate	-COMMUTER	Aircraft Damage					
Name of Carrier	-GULL AIR, INC.	DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED,INTL,PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	2
Accident Occurred During	-LANDING						

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

Make/Model	- CESSNA 402C	Eng Make/Model	- CONTINENTAL TS10-520-VB	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6850	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 10	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	Destination		Airport Data	
Completeness	- N/A	FT. LAUDERDALE, FL		Runway Ident	- N/A
Basic Weather	- VMC	ATC/Airspace		Runway Lth/Wid	- N/A
Wind Dir/Speed	- 060/005 KTS	Type of Flight Plan	- NONE	Runway Surface	- N/A
Visibility	- 10.0 SM	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type Apch/Lndg	- FORCED LANDING		
Lowest Ceiling	- NONE				
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 29	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI	Current - YES	Total - 6435	Last 24 Hrs - 5
SE LAND,ME LAND	Months Since - 1	Make/Model - 3100	Last 30 Days - UNK/NR
	Aircraft Type - C-402C	Instrument - 594	Last 90 Days - 132
		Multi-Eng - 4505	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT DITCHED AIRCRAFT IN ATLANTIC OCEAN AFTER LOSING POWER IN BOTH ENGINES. THE THREE OCCUPANTS ESCAPED ININJURED AND WERE PICKED UP BY A NEARBY BOAT. THE AIRCRAFT SANK IN APPROXIMATELY 800 FEET OF WATER ABOUT 5 MINUTES AFTER DITCHING. POST ACCIDENT INSPECTION OF OPERATOR RECORDS ALONG WITH A STATEMENT FROM THE PREVIOUS PILOT WHO FLEW THE AIRCRAFT REVEALED THAT APPROXIMATELY 26 POUNDS OF FUEL REMAINED ON BOARD THE AIRCRAFT AT THE TIME OF THE ACCIDENT. CESSNA AIRCRAFT COMPANY REPRESENTATIVE STATED THAT THE CESSNA 402C AIRCRAFT HAS AN UNUSABLE FUEL CAPACITY OF 44.4 POUNDS IN CRITICAL FLIGHT ATTITUDES AND THAT THIS FIGURE IS LOWER IN MORE NORMAL ATTITUDES.

Brief of Accident (Continued)

File No. - 2008

9/23/85

FORT LAUDERDALE, FL

A/C Reg. No. N402V

Time (Lc1) - 1242 EDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
  3. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
  4. REFUELING - NOT PERFORMED - 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) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2173      10/04/85      PAHOKEE, FL      A/C Reg. No. N2443X      Time (Lc1) - 0850 EDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

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

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

Make/Model      - PIPER PA-36-375  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 3900  
No. of Seats      - 1

Eng Make/Model      - LYCOMING IO-720-D1C  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 375 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- 150/004 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - 1800 FT THIN BKN  
Lowest Ceiling      - 3000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

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  
SE LAND

Age - 38

Biennial Flight Review

Current      - YES

Months Since      - 13

Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 7000

Make/Model- 3000

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 300

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT UPON TAKEOFF FROM HICKORY FARMS AIRSTIP, THE AIRCRAFT BEGAN LOSING POWER. HE THEN DUMPED HIS LOAD OF CHEMICALS AND ON DESCENT, STRUCK SUGAR CANE AND CARTWHEELED INTO A CANAL. NO DETERMINATION COULD BE MADE AS TO THE NATURE OF THE LOSS OF ENGINE POWER AS DESCRIBED BY TH PILOT.



Brief of Accident (Continued)

File No. - 2173

10/04/85

PAHOKEE, FL

A/C Reg. No. N2443X

Time (Lc1) - 0850 EDT

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

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

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)  
2. LOAD JETTISON - PERFORMED - PILOT IN COMMAND  
-----

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

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2104

10/04/85

SARASOTA, FL

A/C Reg. No. N24ET

Time (Lcl) - 1105 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - CESSNA 414  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 6500  
No. of Seats - 7

Eng Make/Model - CONTINENTAL TS10-520 SERI  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 310 HP  
ELT Installed/Activated - YES/NO  
Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 270/006 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 2500 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

SARASOTA  
Runway Ident - 32  
Runway Lth/Wid - 7003/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI  
SE LAND,ME LAND

Age - 63

Biennial Flight Review

Current - YES  
Months Since - 16  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 15000	Last 24 Hrs	- 3
Make/Model	- 700	Last 30 Days	- UNK/NR
Instrument	- 1500	Last 90 Days	- 120
Multi-Eng	- 2500		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HIS RIGHT MAIN GEAR WOULD NOT EXTEND, SO HE CIRCLED THE ARPT FOR ABOUT 1/2 HOUR TO BURN OFF EXCESS FUEL, RETRACTED THE REMAINING GEAR & INTENTIONALLY LANDED GEAR UP ON RWY 32. EXAMINATION OF THE RIGHT MAIN LANDING IT TO EXTEND BEYOND IT'S ACCEPTABLE LIMITS AND JAM IN THE RETRACTED POSITION.

Brief of Accident (Continued)

File No. - 2104

10/04/85

SARASOTA, FL

A/C Reg. No. N24ET

Time (Lc1) - 1105 EDT

---

Occurrence

Phase of Operation     LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, MAIN GEAR SHOCK ABSORBING STRUT - FAILURE, PARTIAL
  2.    WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND
  3. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - JAMMED
- 

-----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. - 2183 10/05/85 ISLAMORADA, FL

A/C Reg. No. N60C

Time (Lcl) - 0920 EDT

-----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	5

Type of Operation -AERIAL OBSERVATION

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire  
NONE

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

Make/Model - BELL HELICOPTER 206L

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 4000

No. of Seats - 7

Eng Make/Model - ALLISON 250-C20B

Number Engines - 1

Engine Type - TURBOSHAFT

Rated Power - 420 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 130/005 KTS

Visibility - 8.0 SM

Lowest Sky/Clouds - 1500 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - WATER

Runway Status - WATER-CALM

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 25

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2799 Last 24 Hrs - 2

Make/Model- 704 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 0

Multi-Eng - 19 Rotorcraft - 704

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT WAS DITCHED IN THE ATLANTIC OCEAN AFTER LOSS OF ENGINE POWER. POST CRASH INSPECTION OF THE ENGINE AFTER RECOVERY FROM THE OCEAN REVEALED THE PC OR COMPRESSOR PRESSURE AIR LINE HAD FAILED AT A 'B' NUT AT THE COMPRESSOR SCHROLL. WITH THIS LINE FAILED THE ENGINE WOULD NOT OPERATE ABOVE IDLE SPEED. METALLURGICAL EXAMINATION OF THE FAILED LINE REVEALED IT FAILED DUE TO FATIGUE WHICH WAS CAUSED BY THE LINE BEING MISALIGNED DURING INSTALLATION.

Brief of Accident (Continued)

File No. - 2183

10/05/85

ISLAMORADA, FL

A/C Reg. No. N60C

Time (Lc1) - 0920 EDT

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

Finding(s)

1. MAINTENANCE, INSTALLATION - IMPROPER - COMPANY MAINTENANCE PSNL
  2. MISCELLANEOUS - FATIGUE
  3. BLEED AIR SYSTEM - FAILURE, TOTAL
  4. FUEL SYSTEM, FUEL CONTROL - FAILURE, PARTIAL
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - UNCONTROLLED

-----

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) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2171      10/05/85      TALLAHASSEE, FL      A/C Reg. No. N4007K      Time (Lcl) - 1422 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	1

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

Make/Model      - NORTH AMERICAN NAVION  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3233  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL E-185-3  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 185 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- 360/011 KTS  
Visibility      - 7.0 SM

Lowest Sky/Clouds      - 3700 FT SCATTERED  
Lowest Ceiling      - 25000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
QUINCY, FL  
Destination  
TALLAHASSEE, FL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

TALLAHASSEE  
Runway Ident      - 27L  
Runway Lth/Wid      - 8000/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

Pilot-In-Command

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

Age - 60

Biennial Flight Review

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

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

Total	- 0	Last 24 Hrs	- UNK/NR
Make/Model-	67	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHILE DOING TOUCH-AND-GO LANDINGS AT QUINCY, FL, THE LEFT MAIN STRUT FELL OFF THE ACFT. HE THEN RETURNED TO TALLAHASSEE AND MADE AN INTENTIONAL GEAR-UP LANDING. EXAMINATION OF THE MAIN LANDING GEAR SCISSOR ASS'Y REVEALED THAT IT FAILED DUE TO OVERLOAD CONDITIONS.

Brief of Accident (Continued)

File No. - 2171

10/05/85

TALLAHASSEE, FL

A/C Reg. No. N4007K

Time (Lc1) - 1422 EDT

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

Finding(s)

1. LANDING GEAR, MAIN GEAR STRUT - SEPARATION
2. LANDING GEAR, MAIN GEAR STRUT - OVERLOAD
3. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

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

Finding(s)

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2170      10/06/85      LAKE CITY, FL      A/C Reg. No. N21328      Time (Lcl) - 1649 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	2

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

Make/Model      - CESSNA C-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-----

Weather Data  
Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed      - 020/007 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision      - NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary  
Last Departure Point      WEST PALM BEACH, FL  
Destination      ATLANTA, GA  
ATC/Airspace  
Type of Flight Plan      - VFR  
Type of Clearance      - VFR  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data  
Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - CONCRETE  
Runway Status      - DRY

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

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

Age      - 49  
Biennial Flight Review  
Current      - YES  
Months Since      - 22  
Aircraft Type      - UNK/NR

Medical Certificate      - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 577  
Make/Model      - 197  
Instrument      - 127  
Multi-Eng      - UNK/NR  
Last 24 Hrs      - UNK/NR  
Last 30 Days      - UNK/NR  
Last 90 Days      - 57  
Rotorcraft      - UNK/NR

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE PLT STATED THAT WHILE ON A VFR FLT FROM WEST PALM BEACH FL TO ATLANTA GA THE ACFT LOST POWER. WHILE MAKING FORCED LANDING ON INTERSTATE 75 THE LEFT MAIN WHEEL STRUCK A CAR, & ON LANDING ROLLOUT THE RIGHT WING STRUCK A UTILITY POLE. INVESTIGATION REVEALED THAT THE CRANKSHAFT REAR MAIN BEARING FAILED, BLOCKING THE OIL SUPPLY TO THE PISTON CONNECTING ROD, CAUSING THE ENG TO SEIZE. AT THE TIME OF THE ACCIDENT THE ENG HAD ACCUMULATED 1772.9 HRS TOTAL TIME. MANUFACTURERS RECOMMENDED OVERHAUL TIME IS 1600. 0 HRS.



Brief of Accident (Continued)

File No. - 2170

10/06/85

LAKE CITY, FL

A/C Reg. No. N21328

Time (Lc1) - 1649 EDT

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

Finding(s)

1. ENGINE ASSEMBLY - FAILURE, TOTAL
2. ENGINE ASSEMBLY, CRANKSHAFT - FAILURE, TOTAL
3. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL
4. FLUID, OIL - BLOCKED(TOTAL)
5. MAINTENANCE, MAJOR REPAIR - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

6. OBJECT - VEHICLE

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

Finding(s)

7. OBJECT - UTILITY POLE

----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. - 2172      10/06/85      ST.PETERSBURG,FL      A/C Reg. No. N7602D      Time (Lcl) - 1641 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation      -INSTRUCTIONAL

Fire      Crew      0

Flight Conducted Under      -14 CFR 91

NONE      Pass      0

Accident Occurred During      -LANDING

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

Make/Model      - CESSNA 172

Eng Make/Model - LYCOMING O-320-H2AD

ELT Installed/Activated - YES-UNK/NR

Landing Gear      - TRICYCLE-FIXED

Number Engines      - 1

Stall Warning System - YES

Max Gross Wt      - 2150

Engine Type      - RECIPROCATING-CARBURETOR

No. of Seats      - 4

Rated Power      - 160 HP

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING

Method      - N/A

Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 340/012 KTS

Visibility      - 25.0 SM

Lowest Sky/Clouds      - 2500 FT SCATTERED

Lowest Ceiling      - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

ALBERT WHITTED

Runway Ident      - 36

Runway Lth/Wid      - 2800/ 150

Runway Surface      - ASPHALT

Runway Status      - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - TOUCH AND GO

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 28

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      - 20

Last 24 Hrs - UNK/NR

Make/Model- 20

Last 30 Days- UNK/NR

Instrument- UNK/NR

Last 90 Days- 2

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s)      - NONE

-----Narrative-----

THE PLT STATED THAT WHILE ATTEMPTING A LANDING HE REALIZED HIS RATE OF DESCENT WAS TOO HIGH. HE THEN APPLIED POWER, THE NOSE PITCHED UP AND THE ACFT STALLED, RESULTING IN A HARD LANDING.

Brief of Accident (Continued)

File No. - 2172

10/06/85

ST.PETERSBURG,FL

A/C Reg. No. N7602D

Time (Lc1) - 1641 EDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  2.       IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
- 

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

-----

Occurrence #3           COMPLETE GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2200      10/20/85      ZELLWOOD, FL      A/C Reg. No. N2805V      Time (Lcl) - 0935 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  
ON GROUND

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

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

Make/Model - BEECH BE 35  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2650  
No. of Seats - 4

Eng Make/Model - CONTINENTAL E185 SERIES  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 196 HP

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

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

Weather Data

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

Wind Dir/Speed- 070/006 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - 10000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ZELLWOOD, FL  
Destination  
FT. LAUDERDALE, FL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

BOB WHITE  
Runway Ident - 09  
Runway Lth/Wid - 3365/ 150  
Runway Surface - GRASS/TURF  
Runway Status - DRY

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

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

Age - 70  
Biennial Flight Review  
Current - YES  
Months Since - 4  
Aircraft Type - BE 35

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

Total	-	200	Last 24 Hrs	-	UNK/NR
Make/Model	-	200	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT LANDED AT A TURF STRIP UTILIZING FULL FLAPS AND 6 UNITS OF NOSE UP TRIM. THE PILOT STATED THAT WHEN PREPARING FOR DEPARTURE HE WAS IN A HURRY TO AVOID INCLEMENT WEATHER AT HIS DESTINATION AND DID NOT UTILIZE A CHECK LIST HE NEVER RE-TRIMMED THE AIRCRAFT AND ON THE TAKE OFF ROLL THE AIRCRAFT BECAME AIRBORNE PREMATURELY. THE ACFT THEN STALL MUSHED RECONTACTED THE RUNWAY. THE PILOT STATED HE LOST CONTROL ON THE GROUND AND THE AIRCRAFT VEERED LEFT OFF THE RUNWAY, STRIKING TREES AND COMING TO REST IN A 5 1/2 FT DEEP DITCH.

Brief of Accident (Continued)

File No. - 2200

10/20/85

ZELLWOOD, FL

A/C Reg. No. N2805V

Time (Lc1) - 0935 EDT

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

Finding(s)

1. FLT CONTROL SYST, ELEVATOR TAB CONTROL (TRIM) - IMPROPER
2. AIRCRAFT PREFLIGHT - NOT PERFORMED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND

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

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

Finding(s)

5. IMPROPER USE OF PROCEDURE, LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - TREE(S)
7. TERRAIN CONDITION - DITCH

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2111

8/02/85

CHAMBLEE,GA

A/C Reg. No. N6419N

Time (Lcl) - 2126 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 -MANEUVERING

Fire  
NONE

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

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

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

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 090/007 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - 4500 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
LAKE CHARLES,LA  
Destination  
TOCCOA,GA

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - VFR  
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 56  
Biennial Flight Review  
Current - YES  
Months Since - 16  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1516	Last 24 Hrs -	4
Make/Model-	4	Last 30 Days-	UNK/NR
Instrument-	198	Last 90 Days-	44

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT HAD OBTAINED CHECK OUT IN ACFT PRIOR TO DEPARTURE ON X-CFLT. ABOUT 3.35 HRS INTO FLT CALLED ATL CTR EXP CONCERN ABOUT FUEL. AT THAT TIME ACFT WAS ABOUT 4 MI W OF ROME GA VOR AND ABOUT 15 MI FROM ROME APT. PLT NOR CENTER WERE SURE IF FUEL WAS AVAIL AT ROME AT THAT TIME OF EVENING. PLT WAS TOLD THAT PDK APT WAS ABOUT 40 MI SE. PLT SAID YES. HE HAD INDICATED AT FIRST CONTACT THAT HE HAD ABOUT ONE HOURS FUELD LEFT. ENGINE LOST POWER AND ACFT COLLIDED WITH TREES ABOUT 1 1/2 MI SHORT OF RWY ON STRAIGHT IN APPCH.

Brief of Accident (Continued)

File No. - 2111

8/02/85

CHAMBLEE,GA

A/C Reg. No. N6419N

Time (Lcl) - 2126 EDT

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

Finding(s)

1. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
2. AIRCRAFT SERVICE - MISJUDGED - FBO PERSONNEL
3. IMPROPER USE OF PROCEDURE,SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. REFUELING - REDUCED - FBO PERSONNEL
5. IMPROPER USE OF PROCEDURE,EXPECTANCY - PILOT IN COMMAND
6. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, - PILOT IN COMMAND
8. JUDGEMENT - POOR - PILOT IN COMMAND
9. IMPROPER DECISION,SELF-INDUCED PRESSURE - PILOT IN COMMAND
10. IMPROPER DECISION,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

11. LIGHT CONDITION - DARK NIGHT
12. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2085      8/17/85      COLUMBUS,GA      A/C Reg. No. N5844Q      Time (Lcl) - 1333 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
NONE

Crew  
Pass

Fatal  
1  
3

Injuries  
Serious

0  
0

Minor  
0  
0

None  
0  
0

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

Make/Model - MOONEY M20C  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2575  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-AD  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 100 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 240/015 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - SCATTERED  
Lowest Ceiling - BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
COLUMBUS,GA  
Destination  
NASHVILLE,TN

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 52  
Biennial Flight Review  
Current - YES  
Months Since - 10  
Aircraft Type - 172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)  
Total - 286  
Make/Model- 162  
Instrument- 6  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACFT DEPARTED AIRPORT AFTER ENROUTE STOP FOR FUELING.VFR CONDITIONS WITH BROKEN CLOUDS AT 2800 FEET AND TURBULENCE IN CLOUDS.ACFT WAS CLEARED TO 4500 AND PIC ASKED TO REPORT REACHING.DURING CLIMB PIC WAS ASKED HIS ALTITUDE.HIS RESPONSE WAS UNINTELLIGIBLE FOLLOWED BY LOSS OF RADAR CONTACT.A WITNESS DRIVING ON THE INTERSTATE ADJACENT TO THE CRASH SITE WATCHED AN AIRPLANE SPIN OUT OF THE SKY AT ABOUT THE LOCATION OF THE CRASH SITE UNTIL IT DISAPPEARED BEHIND TREES.ACFT IMPACTED IN A STEEP NOSE DOWN ATTITUDE.



Brief of Accident (Continued)

File No. - 2085

8/17/85

COLUMBUS,GA

A/C Reg. No. N5844Q

Time (Lc1) - 1333 EDT

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

Finding(s)

1. IFR PROCEDURE - ATTEMPTED - PILOT IN COMMAND
2.      IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
4. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2059      8/21/85      VILLA RICA,GA      A/C Reg. No. N8499U      Time (Lc1) - 2020 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - CESSNA 172E  
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 - 7.0 SM  
Lowest Sky/Clouds - 25000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
VILLA RICA,GA  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

FLYING S RANCH  
Runway Ident - 09  
Runway Lth/Wid - 2900/ 50  
Runway Surface - GRASS/TURF  
Runway Status - DRY

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

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

Age - 44  
Biennial Flight Review  
Current - UNK/NR  
Months Since - 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 TOOK OFF FROM THE STOCKMAR ARPT ON A LOCAL FLT. AFTER FLYING IN THE LOCAL AREA, HE RETURNED AT DUSK TO LAND, BUT INADVERTENTLY MADE AN APPROACH TO ANOTHER ARPT THAT WAS LOCATED ABOUT 1/2 MI FROM THE STOCKMAR ARPT. HE DID NOT REALIZED THAT HE WAS MAKING AN APPROACH TO THE WRONG ARPT UNTIL THE ACFT WAS ABOUT 40 FT ABOVE THE RWY. THE PLT INITIATED A GO-AROUND, BUT THE ACFT CRASHED INTO TREES NEAR THE END OF THE RWY. THE OPERATOR REPORTED THAT THE PLT WAS NOT AUTHORIZED TO FLY THE ACFT.

Brief of Accident (Continued)

File No. - 2059

8/21/85

VILLA RICA,GA

A/C Reg. No. N8499U

Time (Lc1) - 2020 EDT

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

Finding(s)

1. LIGHT CONDITION - DUSK
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. IMPROPER DECISION,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. OBJECT - TREE(S)
5. GO-AROUND - DELAYED - PILOT IN COMMAND

-----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. - 2121

9/27/85

LAFAYETTE,GA

A/C Reg. No. N136BS

Time (Lc1) - 1305 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Crew

1

0

0

0

Pass

1

0

0

0

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

Make/Model - BEECH A36

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 3600

No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-BB

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 285 HP

ELT Installed/Activated - YES-UNK/NR

Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS

Method - UNK/NR

Completeness - WEATHER NOT PERTINENT

Basic Weather - IMC

Wind Dir/Speed- 028/006 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ATLANTA,GA

Destination

CHICAGO,IL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BARWICK-LAFAYETTE

Runway Ident - 02

Runway Lth/Wid - 5400/ 50

Runway Surface - MACADAM

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 52

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 220

Make/Model- 14

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED IN A TRAILER PARKING LOT AFTER A STEEP LEFT TURN & UNCONTROLLED DESCENT. THE ACFT IMPACTED THE GROUND IN A NOSE LOW ATTITUDE. THE RT WING HAD STRUCK A PARKED TRAILER PRIOR TO THE NOSE STRIKING THE GROUND. THE ACC OCCURRED ABOUT 1/4 MILE FROM THE APPROACH END OF RWY 02 AT BARWICK/LAFAYETTE ARPT. THE ACFT WAS DESTROYED BY THE IMPACT & POST CRASH FIRE

Brief of Accident (Continued)

File No. - 2121

9/27/85

LAFAYETTE,GA

A/C Reg. No. N136BS

Time (Lc1) - 1305 EDT

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  2. MANEUVER - EXCESSIVE - PILOT IN COMMAND
  3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  4. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND
- 

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

Finding(s)

5. OBJECT - VEHICLE
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2010 10/04/85 PERRY,GA

A/C Reg. No. N8831F

Time (Lcl) - 2030 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - PIPER PA-32-300  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 3400  
No. of Seats - 6

Eng Make/Model - LYCOMING IO540K1G5D  
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-  
Visibility - 3.000 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
TUSCALOOSA,AL  
Destination  
PERRY,GA

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

PERRY-FT. VALLEY  
Runway Ident - 36  
Runway Lth/Wid - 5000/ 100  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 35  
Biennial Flight Review  
Current - YES  
Months Since - 3  
Aircraft Type - TOMAHAW

Medical Certificate - UNK/NR  
Flight Time (Hours)

Total	- 9274	Last 24 Hrs	- UNK/NR
Make/Model-	97	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR
Multi-Eng -	2728	Rotorcraft -	361

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED SHORT OF THE RWY DURING A FORCED LANDING FOLLOWING LOSS OF PWR DURING A X-COUNTRY FLT OF 2 HRS. 3 WITNESSES SAW THE ACFT BRING REFUELED BUT THE ONLY ONE WHO MENTIONED THE AMOUNT OF FUEL ADDED WAS THE REFUELER WHO SAID HE "TOPPED OFF" ALL 4 TANKS. THE FUEL RECEIPT TOTALED 57 GALS BUT IT WAS FOR TWO ACFT. ONLY 30 GALS WAS PUT IN THE ACC ACFT. THE PLT OF THE ACC FLT SAID THE FUEL GAUGES WENT TO ZERO AS HE WAS BEING VECTORED AROUND HEAVY TURBULENCE. THE ENG WAS RESTARTED AFTER A CHANGE OF FUEL TANKS BUT FAILED AGAIN AND WOULD NOT RESTART. DURING THE LANDING THE ACFT CLIPPED TREES & ELEC WIRES BEFORE CRASHING UPSIDE DOWN. INVESTIGATION AFTER THE ACC REVEALED NO FUEL ABOARD THE ACFT AND NO EVIDENCE OF SPILLAGE. NO FUEL LEAKS IN THE FUEL SYS WAS NOTED. THE PLT THINKS THE FUEL VENTED OR SYPHONED OUT OF THE TANKS.

Brief of Accident (Continued)

File No. - 2010

10/04/85

PERRY,GA

A/C Reg. No. N8831F

Time (Lc1) - 2030 EDT

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

Finding(s) :

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
  3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. OBJECT - TREE(S)
  5. OBJECT - WIRE,TRANSMISSION
- 

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

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----Probable Cause----

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

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. - 2182      12/18/85      STONE MOUNTAIN,GA      A/C Reg. No. N9303F      Time (Lcl) - 0815 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

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

DESTROYED

Fatal

Serious

Minor

None

Fire

Crew

0

0

0

1

ON GROUND

Pass

0

0

0

0

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

Make/Model      - HUGHES 269B  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1900  
No. of Seats      - UNK/NR

Eng Make/Model - LYCOMING HO-360D1A  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 190 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed-  
Visibility      - UNK/NR  
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

BRITT  
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

HELICOPTER

Age - 36  
Biennial Flight Review  
Current      - YES  
Months Since      - 3  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 2040      Last 24 Hrs - 4  
Make/Model- 325      Last 30 Days- UNK/NR  
Instrument- UNK/NR      Last 90 Days- 300  
Multi-Eng - UNK/NR      Rotorcraft - 2040

Instrument Rating(s) - NONE

-----Narrative-----

DURING GROUND REFUELING OF THE AIRCRAFT THE FUEL TANK WAS OVER- FILLED AND THE FUEL SPILLED OVER ONTO THE RAMP.  
THE FUEL WAS IGNITED AND THE AIRCRAFT WAS DESTROYED BY FIRE.



Brief of Accident (Continued)

File No. - 2182

12/18/85

STONE MOUNTAIN, GA

A/C Reg. No. N9303F

Time (Lc1) - 0815 EST

---

Occurrence

FIRE

Phase of Operation

STANDING - ENGINE(S) OPERATING

Finding(s)

1. REFUELING - IMPROPER - PILOT IN COMMAND

2. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - 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. - 2018      12/22/85      ATLANTA, GA      A/C Reg. No. N1603H      Time (Lcl) - 1515 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire NONE  
Crew Pass

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

Make/Model - CESSNA 177RG  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 1630  
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 230/010 KTS  
Visibility - 11.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ATLANTA, GA  
Destination  
LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

PEACHTREE-DEKALB  
Runway Ident - 20  
Runway Lth/Wid - 5001/ 100  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 59  
Biennial Flight Review  
Current - YES  
Months Since - 4  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 272  
Make/Model- 50  
Instrument- 0  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT LANDED HARD RESULTING IN SUBSTANTIAL DAMAGE TO THE AIRCRAFT. THIS WAS FOLLOWING A FINAL APPROACH WHICH WAS FLOWN HIGH AND FAST. THE AIRCRAFT WAS OBSERVED TO STALL APPROXIMATELY 10 FT ABOVE THE RUNWAY AND LAND ON THE NOSE GEAR.

Brief of Accident (Continued)

File No. - 2018

12/22/85

ATLANTA,GA

A/C Reg. No. N1603H

Time (Lc1) - 1515 EST

---

Occurrence #1

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
  2. FLARE - INACCURATE - PILOT IN COMMAND
  3. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2174      6/15/85      LAHAINA, HI      A/C Reg. No. N3179X      Time (Lcl) - 0842 HST

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries	
Name of Carrier -KENAI AIR HAWAII, INC.	SUBSTANTIAL		Serious	Minor
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				1
				3

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

Make/Model - BELL 206B-III	Eng Make/Model - ALLISON 250-C20J	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	
No. of Seats - 4	Rated Power - 317 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	KAANAPALI, HI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LAAMA[A;0
Wind Dir/Speed- 060/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - YES	Total - 6668
SE LAND,ME LAND	Months Since - 7	Make/Model- 3010
HELICOPTER	Aircraft Type - 206-B	Instrument- 375
		Multi-Eng - 10
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 129
		Rotorcraft - 6245

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED THAT THE ENGINE FAILED AT AN ALTITUDE OF 800 FEET MSL DURING THE CLIMB TO CRUISE PHASE OF A SIGHTSEEING FLIGHT WITH 3 PASSENGERS ON BOARD. THE ACFT LANDED IN THE SURF OF THE PACIFIC OCEAN AND DAMAGED THE TAIL ROTOR. THE PILOT AND PASSENGERS RECEIVED NO INJURIES. AN EXAMINATION OF THE FUEL SYSTEM DISCLOSED AN EXCESS OF 3 GALLONS OF FRESH WATER IN THE TANK.

Brief of Accident (Continued)

File No. - 2174

6/15/85

LAHAINA, HI

A/C Reg. No. N3179X

Time (Lc1) - 0842 HST

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

Finding(s)

1. FLUID, FUEL - WATER
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. AIRCRAFT SERVICE - IMPROPER - COMPANY 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 - WATER, ROUGH

-----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. - 2011      3/14/85      NORWALK, IA      A/C Reg. No. N67399      Time (Lcl) - 1109 CST

-----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 - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

Fire

Crew

Pass

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 - NO -N/A  
Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 320/017 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  
OMAHA, NE  
Destination  
DES MOINES, IA

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

-----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-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 43      Last 24 Hrs - 1  
Make/Model- 43      Last 30 Days- UNK/NR  
Instrument- 0      Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

APPROACHING DES MOINES AIRPORT THE PLT RPTD TO APPROACH CONTROL OF ENG PROBLEMS AND WANTED TO KNOW WHAT AIRPORT WAS CLOSE FOR AN PRECAUTIONARY LANDING. AN ATTEMPT WAS MADE TO LAND AT AN AIRSTRIIP 3 MI EAST OF HIS PRESENT POSN. UNABLE TO LAND AT THE AIRSTRIIP THE ACFT MADE A LANDING TO A FIELD WHERE IT SUSTAINED SUBSTANTIAL DAMAGE. INSPECTION OF THE ENG REVEALED A BROKEN CRANKSHAFT IDLER GEAR. FATIGUE PROGRESSION WAS EVIDENT ON THE FRACTURE SURFACES EXAMINED. ALSO NOTED WAS AN ELLIPTICAL DEFORMATION OF THE THREADED PORTION OF THE RETAINING BOLT BELOW THE BOLT HEAD. THIS DEFORMATION WAS OF THE SAME THICKNESS AS THE BOLTFLANGE AND LOCKNUT PLATE. VISUAL INSPECTION OF THE FRACTURE SURFACES GAVE NO EVIDENCE OF UNUSUAL CONTACT OR WEAR PATTERN PRIOR TO FAILURE.

Brief of Accident (Continued)

File No. - 2011

3/14/85

NORWALK, IA

A/C Reg. No. N67399

Time (Lc1) - 1109 CST

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

Finding(s)

1. ACCESSORY DRIVE ASSY, DRIVE GEAR - FATIGUE
2. ACCESSORY DRIVE ASSY, DRIVE GEAR - FAILURE, TOTAL
3. MAINTENANCE, OVERHAUL - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2      FORCED LANDING  
Phase of Operation      CRUISE - NORMAL

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

Finding(s)

4. TERRAIN CONDITION - GROUND
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. - 2053      9/08/85      EMMETSBURG,IA      A/C Reg. No. N20517      Time (Lcl) - 1112 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

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

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

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

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

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

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

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed      - 080/015 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision      - NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
EMMETSBURG,IA  
Destination  
KANSAS CITY,MO

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age      - 28  
Biennial Flight Review  
Current      - YES  
Months Since      - 5  
Aircraft Type      - 172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 195
Make/Model-	7
Instrument-	2
Last 24 Hrs	- 3
Last 30 Days-	UNK/NR
Last 90 Days-	14

Instrument Rating(s)      - NONE

-----Narrative-----

THE ACFT CRASHED IN A TURKEY FARM FIELD AFTER LOSING ALT DURING TAKEOFF. A WITNESS SAID THE ACFT SETTLED AS THOUGH THE PLT WAS RAISING THE FLAPS AFTER TAKEOFF. THE ACFT LOST ALT IN A RT TURN, AND LANDED 1 MILE SOUTH OF THE ARPT POST ACC INVESTIGATION SHOWED THAT THE ACFT WAS 264 LBS OVERWEIGHT AND THE CG EXCEEDED THE AFT LIMIT. THE DA WAS 1950 FT.



Brief of Accident (Continued)

File No. - 2053

9/08/85

EMMETSBURG, IA

A/C Reg. No. N20517

Time (Lc1) - 1112 CDT

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

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND
2. PERFORMANCE DATA - NOT FOLLOWED - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND
6.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - OPEN FIELD

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2046      12/07/85      IDAHO FALLS, ID      A/C Reg. No. N5635D      Time (Lcl) - 1530 MST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor  
0      0  
0      0

None  
1  
0

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

Make/Model      - MAULE M-5-180C  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 2300  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-360-CIF  
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      - NWS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - IMC  
Wind Dir/Speed- 010/006 KTS  
Visibility      - 2.000 SM  
Lowest Sky/Clouds      -  
Lowest Ceiling      - 1000 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation      - SNOW  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
BOZEMAN, MT  
Destination  
TWIN FALLS, ID

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance      - IFR  
Type Apch/Lndg      - ILS-COMPLETE  
FULL STOP  
FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

IDAHO FALLS  
Runway Ident      - 202  
Runway Lth/Wid      - 8997/ 150  
Runway Surface      - SNOW  
Runway Status      - SNOW - COMPACTED

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

Pilot-In-Command

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

Age - 40

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 5905      Last 24 Hrs - 4  
Make/Model- 121      Last 30 Days- UNK/NR  
Instrument- 380      Last 90 Days- 120  
Multi-Eng - 1600      Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A TOTAL LOSS OF POWER OCCURRED DURING AN ILS APPROACH DUE TO INDUCTION ICE. DURING TOUCHDOWN ON 12 INCHES OF SNOW  
A NOSE OVER OCCURRED.

Brief of Accident (Continued)

File No. - 2046

12/07/85

IDAHO FALLS, ID

A/C Reg. No. N5635D

Time (Lcl) - 1530 MST

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. INDUCTION AIR CONTROL - ICE  
-----

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

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

Finding(s)

2. 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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2149      6/17/85      SOMONAUK, IL      A/C Reg. No. N40532      Time (Lcl) - 2015 CDT

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

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

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

Make/Model      - BALLOON WORKS FIREFLY AX-7	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear      - UNK/NR	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt      - 1660	Engine Type      - UNK/NR	
No. of Seats      - UNK/NR	Rated Power      - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method      - IN PERSON	SOMONAUK, IL	
Completeness      - FULL	Destination	Airport Data
Basic Weather      - VMC	SANDWICH, IL	Runway Ident      - N/A
Wind Dir/Speed- 260/011 KTS	ATC/Airspace	Runway Lth/Wid      - N/A
Visibility      - 4.000 SM	Type of Flight Plan - VFR	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      - DUSK		

FORCED LANDING

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

Pilot-In-Command	Age - 46	Medical Certificate - NO MEDICAL	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current      - YES	Total      - 215	Last 24 Hrs - 1
	Months Since      - 23	Make/Model- 215	Last 30 Days- 10
FREE BALLOON	Aircraft Type - AX7	Instrument- 0	Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

THE BALLOON COLLIDED WITH POWERLINES DURING TAKEOFF. THE WIND WAS REPORTED AS 10-15 MPH WITH GUSTS. THE OPERATION WAS CANCELED DUE TO THE WIND AFTER 6 SUCCESSFUL LAUNCHES. THE LAST PLT WAS REPORTEDLY PRESSURED TO GO BY HIS PASS'G AND A GUST OF WIND BLEW THEM INTO THE WIRES. ONE PERSON WAS THROWN FROM THE BASKET DURING THE COLLISION AND SUFFERED BROKEN BONES IN HIS ARMS AND RIBS. THE OTHER 3 HAD JUMPED AS INSTRUCTED BY THE PLT AND ESCAPED INJURY.

Brief of Accident (Continued)

File No. - 2149

6/17/85

SOMONAUK, IL

A/C Reg. No. N40532

Time (Lc1) - 2015 CDT

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

Finding(s)

1. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
  2. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND
  3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
- 

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

Finding(s)

4. PROPER CLIMB RATE - NOT ATTAINED - 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) 1,2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2088

7/16/85

OLNEY, IL

A/C Reg. No. N1223D

Time (Lcl) - 0756 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-DESCENT				

Fire  
ON GROUND

Crew  
Pass

1  
0

0  
0

0  
0

0  
0

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

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

Eng Make/Model - CONTINENTAL C-145-2  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 145 HP

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

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

Weather Data

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

Wind Dir/Speed- 060/006 KTS  
Visibility - 10.0 SM

Lowest Sky/Clouds -  
Lowest Ceiling - 25000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
NEW BADEN, IL  
Destination  
UNK/NR

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

FORCED LANDING

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

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

Age - 65  
Biennial Flight Review  
Current - YES  
Months Since - 2  
Aircraft Type - 170A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 436  
Make/Model- 164  
Instrument- 2  
Last 24 Hrs - 1  
Last 30 Days- 2  
Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT DEPARTED NEW BADEN AND BEGAN FLYING ERRATICALLY DOWN AN INTERSTATE HIGHWAY. IT CAUSED ONE AUTOMOBILE ACCIDENT BY FLYING LOW HEAD-ON PASSES AT CARS. IT FLEW UNDERAN OVERPASS, DAMAGING A WINGTIP IN THE PROCESS. IT FLEW INTO AN ELECTRICAL CABLE AND DAMAGED THE VERTICAL STABILIZED IN THE PROCESS. THE PILOT BUZZED A TRUCK. MADE TWO SHARP TURNS AT LOW ALTITUDE. DURING THE SECOND TURN THE LEFT WING STRUCK THE GROUND AND THE AIRCRAFT SLID TO A STOP 190 FEET LATER. THE PILOT WAS EJECTED FROM THE COCKPIT AND LATERDIED. HIS SEAT BELT WAS NOT FASTENED DURING THE CRASH. AFTER THE CRASH HIS FAMILY DESCRIBED HIM AS A PARANOID PSYCHOTIC AND HIS FRIENDS STATED THAT HE WAS DEPRESSED. IN A FINAL INTE RVIEW BEFORE HE DIED HE REPEATEDLY MENTIONED ANIMOSITY TOWARD GRAVEL TRUCKS.

Brief of Accident (Continued)

File No. - 2088

7/16/85

OLNEY,IL

A/C Reg. No. N1223D

Time (Lc1) - 0756 CDT

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

Finding(s)

1. BUZZING - INTENTIONAL - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,PSYCHOLOGICAL CONDITION - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,EMOTIONAL REACTION - PILOT IN COMMAND

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

Finding(s)

8. ALTITUDE - INADEQUATE - PILOT IN COMMAND
9. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7,8

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2076      8/31/85      MARENGO,IL      A/C Reg. No. N4463      Time (Lcl) - 1400 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

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

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

Make/Model      - THORNHILL REPLICA TS-1  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - UNK/NR  
No. of Seats      - 1

Eng Make/Model      - Gnome 9N  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 100 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - IMC  
Wind Dir/Speed- CALM  
Visibility      - 10.0      SM  
Lowest Sky/Clouds      - 4500 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
MARENGO,IL  
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

FORCED LANDING

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

Pilot-In-Command

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

Age - 54  
Biennial Flight Review  
Current      - YES  
Months Since      - 4  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	2829
Make/Model-	1
Instrument-	69
Multi-Eng -	35
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	7

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THIS AIRCRAFT IS POWERED BY A ROTARY ENGINE. THRUST IS VARIED BY SHORTING OUT ONE MAGNETO AND VARYING THE FIRING ORDER OF THE CYLINDERS VIA AN ELECTRICAL CAM ARRANGEMENT. THE MIXTURE CONTROL IS LIMITED TO ONLY A FEW SETTINGS. ONE OF WHICH IS LEVEL FLIGHT. FOLLOWING A LOW PASS OVER THE RUNWAY AT A THRUST SETTING OF 1/2 POWER AND A MIXTURE SETTING FOR LEVEL FLIGHT, THE PILOT PULLED UP INTO A CLIMB. THE ENGINE THEN DIED AND THE PILOT LANDED STRAIGHT AHEAD IN A HAY FIELD. THE HAY CAUGHT ON HIS UNDERCARRIAGE AND THE AIRCRAFT FLIPPED OVER ON ITS BACK. FOLLOWING THE ACCIDENT THE PILOT STATED THAT HE SHOULD HAVE ENRICHED THE FUEL MIXTURE PRIOR TO ATTEMPTING THE CLIMB.



Brief of Accident (Continued)

File No. - 2076

8/31/85

MARENGO,IL

A/C Reg. No. N4463

Time (Lc1) - 1400 CDT

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

Finding(s)

1. PULL-UP - INITIATED - PILOT IN COMMAND
2.      IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
3.      IMPROPER USE OF PROCEDURE,QUALIFICATION - PILOT IN COMMAND
4.      IMPROPER USE OF PROCEDURE,EXPERIENCE - PILOT IN COMMAND
5.      IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - CROP
7. TERRAIN CONDITION - NONE SUITABLE

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2100      11/21/85      PEKIN, IL

A/C Reg. No. N10285

Time (Lcl) - 1630 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire                          NONE

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

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

Make/Model        - ROCKWELL 112  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2550  
No. of Seats       - 4

Eng Make/Model - LYCOMING IO-360-C1D6  
Number Engines - 1  
Engine Type     - RECIP-FUEL INJECTED  
Rated Power     - 200 HP

ELT Installed/Activated - YES/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- 080/015 KTS  
Visibility         - 7.0 SM  
Lowest Sky/Clouds - SCATTERED  
Lowest Ceiling     - 7500 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light - DUSK

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  
ON AIRPORT

Airport Data

PEKIN MUNICIPAL AIRPORT  
Runway Ident       - 09  
Runway Lth/Wid     - 3800/ 75  
Runway Surface      - ASPHALT  
Runway Status       - DRY

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

Pilot-In-Command

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

Age - 28

Biennial Flight Review

Current            - YES  
Months Since       - 1  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 708	Last 24 Hrs	- 1
Make/Model-	1	Last 30 Days-	UNK/NR
Instrument-	38	Last 90 Days-	5

Instrument Rating(s) - UNK/NR

-----Narrative-----

FOLLOWING A TOP OVERHAUL OF THE ENGINE A TEST FLIGHT WAS PLANNED TO BREAK IN THE CYLINDERS AND RINGS. PRIOR TO THIS FLIGHT THE ENGINE WAS OPERATED FOR A SHORT PERIOD ON THE GROUND THEN SHUT DOWN AND CHECKED FOR OIL LEAKS WITH NEGATIVE RESULTS. THE TAKEOFF AND INITIAL CLIMB WERE UNEVENTFUL. SHORTLY AFTER LEVELOFF THE PROP SURGED MOMENTARILY AND ENGINE PERFORMANCE DETERIORATED RAPIDLY. THE PILOT SHUT THE ENGINE DOWN AND ENTERED THE VFR TRAFFIC PATTERN ON DOWNWIND. HE LOWERED THE GEAR AND LANDED SHORT OF THE RUNWAY. AN EXAMINATION OF THE ENGINE FOLLOWING THE ACCIDENT REVEALED THAT A "B" NUT ON THE PROP GOVERNOR LINE HAD BACKED OFF, ALLOWING MOST OF THE OIL TO DRAIN OUT, ACCORDING TO THE PILOT.

Brief of Accident (Continued)

File No. - 2100

11/21/85

PEKIN,IL

A/C Reg. No. N10285

Time (Lcl) - 1630 CST

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

Finding(s)

1. LUBRICATING SYSTEM,OIL LINE - DISCONNECTED
  2. MAINTENANCE,INSTALLATION - IMPROPER - COMPANY MAINTENANCE PSNL
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)

3. PROPER GLIDEPATH - MISJUDGED - PILOT IN COMMAND
  4. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2070      3/22/85      FLORA, IN      A/C Reg. No. N732RX      Time (Lcl) - 2115 CST

-----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	0	0	4	0
Accident Occurred During -LANDING					

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

Make/Model - CESSNA T210M	Eng Make/Model - CONTINENTAL TS10-520R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point DANVILLE, IL	
Method - IN PERSON	Destination INDIANAPOLIS, IN	Airport Data FLORA
Completeness - FULL	ATC/Airspace	Runway Ident - 70
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - 2640/ 100
Wind Dir/Speed- 090/012 KTS	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Visibility - 6.0 SM	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Lowest Sky/Clouds -	FULL STOP	
Lowest Ceiling - 1500 FT OVERCAST	PRECAUTIONARY LANDIN	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 315
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 14
		Instrument- 21
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

PILOT DEPT DANVILLE, IL NO FLT PLAN FOR INDIANAPOLIS, IN ENROUTE HE ENCOUNTERED IFR CONDITIONS AND REVERSED COURSE. THE PILOT THEN LOST ALL ELECTRICAL POWER ON ACFT. FLYING NORTH, PILOT SAW FLORA MUNI THRU BREAKS IN OVERCAST. PUMPED GEAR DOWN AND ONLY EXTENDED-LOCKED NOSE GR PILOT LD LONG, DOWN WIND AND WENT OFF DEPT END OF RUNWAY CROSSED ROAD SIDE DITCH AND NOSED OVER INVERTED. BURNED LEAD ON ALTERNATOR CAUSED LOSS OF ELEC POWER.

Brief of Accident (Continued)

File No. - 2070

3/22/85

FLORA, IN

A/C Reg. No. N732RX

Time (Lc1) - 2115 CST

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

Finding(s)

1. ELECTRICAL SYSTEM, ALTERNATOR - FIRE
2. ELECTRICAL SYSTEM, ALTERNATOR - FAILURE, TOTAL
3. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - DISABLED

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
5. GEAR EXTENSION - ATTEMPTED - PILOT IN COMMAND
6. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

Occurrence #3 OVERRUN  
Phase of Operation LANDING - ROLL

Finding(s)

7. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
8. WEATHER CONDITION - TAILWIND
9. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
10. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
11. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,7,9,11

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2096

6/16/85

DECATUR, IN

A/C Reg. No. N8954V

Time (Lc1) - 1150 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

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

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

Eng Make/Model - LYCOMING O-320E2D  
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 - 210/012 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - 2300 FT BROKEN  
Obstructions to Vision - NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
BLOOMINGTON, IN  
Destination  
DECATUR, IN

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

DECATUR HI-WAY  
Runway Ident - 36  
Runway Lth/Wid - 2600/ 200  
Runway Surface - GRASS/TURF  
Runway Status - WET

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

Pilot-In-Command

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

Age - 27

Biennial Flight Review

Current - YES  
Months Since - 15  
Aircraft Type - UNK/NR

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

Total	-	395	Last 24 Hrs	-	UNK/NR
Make/Model	-	12	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	15
Multi-Eng	-	31	Rotorcraft	-	19

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LANDING RNWY 36 WINDS WERE 210 DEGREES, 12 KNOTS GUSTS 18 KNOTS STALLED OUT HIGH ON THE WET ON THE WET SOD RUNWAY THE NOSE WHEEL DUG IN AND THEN BROKE OFF THE ACFT THEN NOSED OVER INVERTED.

Brief of Accident (Continued)

File No. - 2096

6/16/85

DECATUR, IN

A/C Reg. No. N8954V

Time (Lc1) - 1150 EST

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

Finding(s)

1. AIRPORT FACILITIES, WIND DIRECTION INDICATOR - INADEQUATE
  2. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
- 

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

Finding(s)

3. TERRAIN CONDITION - SOFT
- 

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - ROLL

-----

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2090      7/18/85      BAINBRIDGE,IN      A/C Reg. No. N19293      Time (Lcl) - 1635 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire      NONE

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

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

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

Eng Make/Model      - CONTINENTAL O-200-A48  
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      - UNK/NR  
Method      - UNK/NR  
Completeness      - UNK/NR

Basic Weather      - VMC

Wind Dir/Speed- 220/006 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  
CRAWFORDSVILLE,IN  
Destination  
UNK/NR

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 34  
Biennial Flight Review  
Current      - YES  
Months Since      - 14  
Aircraft Type      - 152

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 WAS OBSERVED AT ABOUT 300 FT AGL. IT HAD JUST COMPLETED A TURN WITH ITS WINGS LEVEL WHEN IT SUDDENLY NOSED OVER AND ENTERED A SPIN TO GROUND IMPACT.



Brief of Accident (Continued)

File No. - 2090

7/18/85

BAINBRIDGE, IN

A/C Reg. No. N19293

Time (Lc1) - 1635 EST

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
3. TERRAIN CONDITION - GROUND
4. ALTITUDE - INADEQUATE - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2185      11/03/85      SPRING HILL,KS      A/C Reg. No. N231KB      Time (Lcl) - 2100 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

	Fatal	Serious	Minor	None
Injuries	0	0	0	1
	0	0	0	0

-----Aircraft Information-----

Make/Model - MOONEY AIRCRAFT CORP. M20K  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2740  
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-360-GB  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 210 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 090/006 KTS  
Visibility - 25.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
TULSA,OK  
Destination  
GRANDVIEW,MO

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - DIRT  
Runway Status - DRY  
ICE COVERED

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
ATP,CFI  
SE LAND,ME LAND

Age - 36  
Biennial Flight Review  
Current - YES  
Months Since - 22  
Aircraft Type - PA-28R

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 7770	Last 24 Hrs	- 0
Make/Model-	50	Last 30 Days-	UNK/NR
Instrument-	315	Last 90 Days-	253
Multi-Eng	- 2977		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT OF THIS AIRCRAFT WAS RETURNING FROM A BUSINESS FLIGHT WHEN THE ENGINE FAILED. DURING THE FORCED LANDING, THE AIRCRAFT ROLLED THROUGH A FENCE AND THEN IMPACTED A POLE WITH ONE WING. THE PILOT STATED THAT ONE CONNECTING ROD CAME THROUGH THE SIDE OF THE ENGINE AND A ROD CAP WAS FOUND OUTSIDE OF THE ENGINE. THE PILOT LISTED TOTAL TIME 1800 ON THE ENGINE AND 1150 HOURS ON THE BROKEN PARTS. ENGINE TEARDOWN AND INSPECTION DID NOT REVEAL THE ORIGIN OF THE FAILURE.

Brief of Accident (Continued)

File No. - 2185

11/03/85

SPRING HILL,KS

A/C Reg. No. N231KB

Time (Lc1) - 2100 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation DESCENT - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL

2. UNDETERMINED

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT

Occurrence #3 ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

3. OBJECT - FENCE

4. OBJECT - UTILITY POLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2083      11/12/85      WICHITA,KS      A/C Reg. No. N3864P      Time (Lcl) - 1849 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -EXECUTIVE/CORPORATE  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -APPROACH

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

1

3

Injuries

Serious

0

1

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model      - CESSNA P210N  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 4000  
No. of Seats      - 6

Eng Make/Model      - CONTINENTAL TS10-520-P  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 310 HP

ELT Installed/Activated - YES-UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - IMC  
Wind Dir/Speed-      020/003 KTS  
Visibility      - 1.000 SM  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - 100 FT OBSCURED  
Obstructions to Vision- FOG  
Precipitation      - DRIZZLE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
OLATHE,KS  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance      - IFR  
Type Apch/Lndg      - VOR/DME

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

COL JAMES JABARA  
Runway Ident      - N/A  
Runway Lth/Wid      - 5000/ 100  
Runway Surface      - CONCRETE  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND

Age - 48  
Biennial Flight Review  
Current      - YES  
Months Since      - 13  
Aircraft Type      - 310

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)  
Total      - 914      Last 24 Hrs - 2  
Make/Model- 196      Last 30 Days- 34  
Instrument- 101      Last 90 Days- 104  
Multi-Eng - 70

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACDT OCCURRED DURING AN IFR, NON-PRECISION APPROACH TO THE UNCONTROLLED JABARA AIRPORT. WHEN THE FLT WAS ONE MILE FROM THE FAF, ATC TOLD THE FLT THAT IN THE EVENT OF A MISSEDAPPROACH N3864P SHOULD ENTER CONTROLLED AIRSPACE HEADING 360 DEG. THE CONTROLLER OBSERVED THE RADAR DATA REPRESENTING THE FLT CROSS THE FAF ON A WESTERLY HEADING IAW THE PUBLISHED PROCEDURE. A SHORT TIME LATER THE CONTROLLER SAW THE RETURN NORTH OF THE APPROACH PATH TRACKING TO THE NORTH AND THEN SAW THE RETURN DISAPPEAR. EXAMINATION OF THE ACDT SITE REVEALED THAT N3864P COLLIDED WITH TREES ON A NORTHERLY HEADING 4 MI NORTH OF THE APPROACH PATH. THE WRECKAGE OF N3864P WAS SCATTERED ALONG A PATH 580 FT LONG. THE SURVIVING SAID THERE WAS NO WARNING BEFORE THE ACDT OF AN IMPENDING CRASH.

Brief of Accident (Continued)

File No. - 2083

11/12/85

WICHITA,KS

A/C Reg. No. N3864P

Time (Lc1) - 1849 CST

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. OBJECT - TREE(S)
2. MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. WEATHER CONDITION - BELOW APPROACH MINIMUMS
4. LIGHT CONDITION - DARK NIGHT

-----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. - 2023      7/15/85      ANNEVILLE,KY      A/C Reg. No. N16646      Time (Lcl) - 1445 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries 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 - BELL 206B	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1570	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 317 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HUNTINGTON,WV	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GRAYSON,KY	Runway Ident - N/A
Wind Dir/Speed- 360/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Status - SOFT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	ROUGH
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 14975
SE LAND,ME LAND	Months Since - 21	Make/Model- 1328
HELICOPTER	Aircraft Type - 206L-1	Instrument- 2471
		Multi-Eng - 8400
		Last 24 Hrs - 4
		Last 30 Days- 98
		Last 90 Days- 246
		Rotorcraft - 4898

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PILOT STATED THAT THE AIRCRAFT EXPERIENCED HYDRAULIC SYSTEM FAILURE FOLLOWED BY A LOSS OF ENGINE POWER. AN EMERGENCY AUTOROTATION LANDING WAS ATTEMPTED IN A PASTURE AND DURING THE LANDING THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED. POST CRASH EXAMINATION REVEALED THAT THE HYDRAULIC FLUID HAD LEAKED OUT OF THE SYSTEM. HOWEVER, NO PRE-EXISTING FAILURE OR MALFUNCTION IN THE POWERPLANT SYSTEM COULD BE FOUND WHICH WOULD HAVE RESULTED IN A LOSS OF POWER. DURING ENGINE TEST RUN THE ENGINE OPERATED TO MANUFACTURER'S SPECIFICATIONS.

Brief of Accident (Continued)

File No. - 2023

7/15/85

ANNEVILLE,KY

A/C Reg. No. N16646

Time (Lc1) - 1445 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION -  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL SYSTEM,PRIMARY SERVO - LEAK
2. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. HYDRAULIC SYSTEM,RESERVOIR - LOW LEVEL
4. FLUID,HYDRAULIC - LACK OF

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation CRUISE

Occurrence #3 HARD LANDING  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - OPEN FIELD
6. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND
7. TERRAIN CONDITION - DOWNHILL
8. FLARE - MISJUDGED - PILOT IN COMMAND
9. 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) 6,8

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2120      7/16/85      LOUISVILLE,KY      A/C Reg. No. N95WA      Time (Lc1) - 0530 EDT

-----Basic Information-----

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-H & D AVIATION, 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	0

-----Aircraft Information-----

Make/Model	- BEECH 99	Eng Make/Model	- P&W PT6A-20	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 10400	Engine Type	- TURBOPROP		
No. of Seats	- 2	Rated Power	- 550 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMMERCIAL WX SERVICE	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	LOUISVILLE,KY	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	TERRE HAUTE,IN	STANDIFORD
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 12000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE,CFI	Current - YES	Total - 11233	Last 24 Hrs - 8
SE LAND,ME LAND	Months Since - 1	Make/Model- 560	Last 30 Days- 12
	Aircraft Type - 99A	Instrument- 615	Last 90 Days- 108
		Multi-Eng - 4917	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ENROUTE TO 8000 FT, BOTH ENG LOST ALL POWER. THE PLTS ATTEMPTED RETURN TO THE DEPARTURE A/P WAS UNSUCCESSFUL. HE MADE AN EMERG LDG ON THE INTERSTATE HIGHWAY. ALL LANDING GEAR WAS DAMAGED. THE FUEL TANKS WERE EMPTY. THERE WERE CONFLICTING FUEL QUANTITY INDICATIONS PRIOR TO T/O. NO ATTEMPT WAS MADE TO DETERMINE THE ACTUAL FUEL QUANTITY PRIOR TO FLT. THE A/C HAD A HISTORY OF FUEL QUANTITY INDICATING PROBLEMS.



Brief of Accident (Continued)

File No. - 2120

7/16/85

LOUISVILLE, KY

A/C Reg. No. N95WA

Time (Lcl) - 0530 EDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CLIMB - TO CRUISE

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FUEL SUPPLY - NOT IDENTIFIED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

4. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. OBJECT - FENCE

Occurrence #4      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

6. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2012      8/15/85      PRESTONBURG,KY      A/C Reg. No. N9763Q      Time (Lcl) - 1430 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -EXECUTIVE/CORPORATE  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor  
0      0  
0      0

None  
1  
0

-----Aircraft Information-----

Make/Model      - SMITH AEROSTAR 601P  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 5700  
No. of Seats      - 2

Eng Make/Model      - LYCOMING IO-540-S1A5  
Number Engines      - 1  
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      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- 300/005 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
LEWISBURG,WV  
Destination  
PRESTONBURG,KY

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance      - IFR  
Type Apch/Lndg      - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

COMBS  
Runway Ident      - 31  
Runway Lth/Wid      - 3200/ 75  
Runway Surface      - ASPHALT  
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      - 5  
Aircraft Type      - 177RG

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total      - 6353      Last 24 Hrs - UNK/NR  
Make/Model- 39      Last 30 Days- 36  
Instrument- 913      Last 90 Days- 103  
Multi-Eng - 2776

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT WHILE ON SHORT FINAL THE AIRCRAFT ENCOUNTERED A DOWN DRAFT WHICH CAUSED A SUDDEN LOSS OF ALTITUDE RESULTING IN A HARD LANDING. THE AIRCRAFT TIRE BLEW ON LANDING AND THE AIRCRAFT VEERED OFF OF THE SIDE OF THE RUNWAY AND WAS SUBSTANTIALLY DAMAGED. WITNESSES STATED THAT THE AIRCRAFT CONTACTED THE TREES ON THE APPROACH END OF THE RUNWAY AND LANDED SHORT OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 2012

8/15/85

PRESTONBURG, KY

A/C Reg. No. N9763Q

Time (Lcl) - 1430 EDT

Occurrence #1      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - TREE(S)
2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
3. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

4. DESCENT - EXCESSIVE - PILOT IN COMMAND

Occurrence #3      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. FLARE - NOT ATTAINED - PILOT IN COMMAND
6. LANDING GEAR, TIRE - BURST
7. LANDING GEAR, TIRE - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2054      10/15/85      PAYNE GAP,KY      A/C Reg. No. N3263R      Time (Lcl) - 1450 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

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	2	0

-----Aircraft Information-----

Make/Model      - PIPER PA-28  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2500  
No. of Seats      - 4

Eng Make/Model      - LYCOMING IO-360-B1E  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 180 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - ACFT RADIO  
Completeness      - FULL

Basic Weather      - VMC  
Wind Dir/Speed- 270/005 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - 1500 FT PART OBS  
Lowest Ceiling      - 1200 FT OBSCURED  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
MATTOON,IL  
Destination  
KNIGHTDALE,NC

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance      - VFR  
Type Apch/Lndg      - STRAIGHT-IN  
FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - DIRT  
Runway Status      - DRY  
HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND

Age - 46

Biennial Flight Review

Current      - YES  
Months Since      - 3  
Aircraft Type      - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 394	Last 24 Hrs	- 4
Make/Model-	35	Last 30 Days-	20
Instrument-	0	Last 90 Days-	36

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STALLED & CRASHED DURING A TURN TO REVERSE COURSE AT LOW ALT TO AVOID WX. THE ACFT HAD BEEN FOLLOWING A ROAD TO FIND AN ARPT WHEN WX WAS ENCOUNTERED. AFTER THE STALL THE ACFT CLIPPED TREES AND WIRES AND CAME TO REST AT THE BASE OF STAIRS LEADING TO A RESIDENCE.

Brief of Accident (Continued)

File No. - 2054

10/15/85

PAYNE GAP,KY

A/C Reg. No. N3263R

Time (Lc1) - 1450 EDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
  2. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  3. MANEUVER - EXCESSIVE - PILOT IN COMMAND
  4. STALL - UNCONTROLLED - PILOT IN COMMAND
  5.        IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

6. OBJECT - TREE(S)
  7. OBJECT - WIRE,TRANSMISSION
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1,2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2194      1/22/85      LAFAYETTE, LA      A/C Reg. No. N2762X      Time (Lcl) - 1445 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation      -FERRY  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - BELL HELICOPTER TEXTRON 206L-1Eng Make/Model - ALLISON 250-C288  
Landing Gear      - SKID      Number Engines - 1  
Max Gross Wt      - 4150      Engine Type      - TURBOSHAFT  
No. of Seats      - 4      Rated Power      - 435 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A

Basic Weather      - VMC  
Wind Dir/Speed- 340/004 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - 20000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
LAFAYETTE, LA  
Destination  
BATON ROUGE, LA

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

LAFAYETTE REGIONAL  
Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - DIRT  
Runway Status      - DRY  
ROUGH

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)

COMMERCIAL

HELICOPTER

Age - 37  
Biennial Flight Review  
Current      - YES  
Months Since      - 17  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 2478
Make/Model-	75
Instrument-	191
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	8
Rotorcraft -	2478

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE ACFT DEPARTED AT 2040 CST AS A FLT OF 2 ON A FERRY FLT. SHORTLY AFTER LEVEL-OFF AT 700 FT AND POWER STABILIZED AT 72% TORQUE THE ENGINE FAILED AND THE ACFT YAWED LEFT AND RIGHT. AN AUTORATION WAS INITIATED INTO A SOFT PLOWED FIELD WITH A SLIGHT DOWN-SLOPE. UPON TOUCHDOWN, ACCORDING TO THE PLT, THE NOSE ROCKED FORWARD AND THE MAIN ROTOR BLADE STRUCK AND SEVERED THE TAILBOOM AT THE HORIZONTAL STABILIZER. ENGINE DISASSEMBLY REVEALED FAILURE OF THE NUMBER 2 BEARING FOR UNKNOWN SPECIFIC CAUSE. BEARING FAILURE ALLOWED THE COMPRESSOR IMPELLER TO MOVE FORWARD AND MAKE CONTACT WITH THE COMPRESSOR SHROUD HOUSING INNER DIAMETER.

Brief of Accident (Continued)

File No. - 2194

1/22/85

LAFAYETTE, LA

A/C Reg. No. N2762X

Time (Lc1) - 1445 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, BEARING - FAILURE, TOTAL
2. UNDETERMINED

Occurrence #2 FORCED LANDING  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - DOWNHILL
4. AUTOROTATION - PERFORMED - PILOT IN COMMAND
5. MISC ROTORCRAFT, TAIL BOOM - PENETRATED
6. MISC ROTORCRAFT, TAIL BOOM - SEPARATION
7. MISC ROTORCRAFT, TAIL BOOM - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2095

4/13/85

FRANKLIN, LA

A/C Reg. No. N68303

Time (Lcl) - 0211 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-LANDING				
		Crew			
		Pass			
		1	0	0	0
		0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

1  
0

0  
0

0  
0

0  
0

-----Aircraft Information-----

Make/Model - CESSNA 152  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1670  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-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- 040/006 KTS  
Visibility - 3.000 SM  
Lowest Sky/Clouds - PART OBS  
Lowest Ceiling - NONE  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
BEAUMONT, TX  
Destination  
PATTERSON, LA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace  
Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - STRAIGHT-IN

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - DIRT  
Runway Status - WET  
HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 42  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 197  
Make/Model- 69  
Instrument- 9  
Last 24 Hrs - 2  
Last 30 Days- 19  
Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

ACFT CRASHED INTO A CRAWFISH POND DURING A FORCED LANDING AT NIGHT FOLLOWING A POWER LOSS AS A RESULT OF FUEL EXHAUSTION. AFTER DEPARTURE, THE PLT CONTACTED ARTCC AND STATED THAT HIS ALTERNATOR WAS OUT. WITH CENTER HELP, ALTERNATOR WAS RESTORED AND PLT CONT'D FLT. 2.3 HRS LATER, OBVIOUSLY LOST, THE PLT CALLED MAYDAY STATING HIS ALT WAS OUT, LOW ON GAS AND HE WAS LOSING RADIOS. AT THAT TIME, HE WAS 37 NM NE OF ACDT SITE AND WELL NORTH OF COURSE. ALT FAILURE WAS CAUSED BY LOOSE PIN IN ALT TO ALT CTL UNIT CONNECTOR, WHICH DROPPED ALT EXCITATION FLD. PLT HAD EXPERIENCED ALT PROBLEM ON PREV FLT.



Brief of Accident (Continued)

File No. - 2095

4/13/85

FRANKLIN, LA

A/C Reg. No. N68303

Time (Lc1) - 0211 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM, GENERATOR - FAILURE, PARTIAL
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - PILOT IN COMMAND
4. ELECTRICAL SYSTEM, ELECTRIC RELAY - LOOSE

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation CRUISE - NORMAL

Finding(s)

5. FLUID, FUEL - EXHAUSTION
6. IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
8. LIGHT CONDITION - DARK NIGHT
9. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
10. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
11. WEATHER CONDITION - FOG
12. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
13. WEATHER CONDITION - HAZE
14. LIGHT CONDITION - DARK NIGHT

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

15. TERRAIN CONDITION - WATER, GLASSY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5, 6, 7, 9, 10, 12, 15

Factor(s) relating to this accident is/are finding(s) 1, 2, 3, 4, 8, 11, 13, 14

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2129	4/28/85	AMA, LA	A/C Reg. No. N17ONX	Time (Lcl) - 1515 CST
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----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	1	0	0
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	0
Accident Occurred During - DESCENT					

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----Aircraft Information----

Make/Model - CESSNA 170B	Eng Make/Model - CONTINENTAL O-300-A	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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----Environment/Operations Information----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination NEW ORLEANS, LA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>SELLERS FLD</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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----Personnel Information----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL, CFI</p> <p>SE LAND, ME LAND, SE SEA, ME SEA</p>	<p>Age - 31</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 11</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 3840</td> <td>Last 24 Hrs - 2</td> </tr> <tr> <td>Make/Model- 1500</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 92</td> <td>Last 90 Days- 20</td> </tr> <tr> <td>Multi-Eng - 520</td> <td></td> </tr> </table>	Total - 3840	Last 24 Hrs - 2	Make/Model- 1500	Last 30 Days- UNK/NR	Instrument- 92	Last 90 Days- 20	Multi-Eng - 520	
Total - 3840	Last 24 Hrs - 2									
Make/Model- 1500	Last 30 Days- UNK/NR									
Instrument- 92	Last 90 Days- 20									
Multi-Eng - 520										

Instrument Rating(s) - AIRPLANE

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----Narrative----

THE AIRCRAFT REPORTEDLY ASSUMED AN ABRUPT NOSE HIGH ATTITUDE DURING ITS INITIAL CLIMB FOLLOWING TAKEOFF. THE PILOT STATED HE MADE THE INITIAL LEFT DEPARTURE TURN FROM THE AIRPORT AND THEN REALIZED HE COULD NOT RELEASE THE ELEVATOR BACK PRESSURE HE HAD USED DURING THE TURN. THE AIRCRAFT STALLED AND ENTERED A SPIN. THE PLT REDUCED POWER AND EXTENDED THE FLAPS AND AT THAT TIME REGAINED ELEVATOR CONTROL. HE PLACED THE ACFT INTO A NOSE UP ATTITUDE BUT WAS UNABLE TO STOP THE DESCENT BEFORE GROUND IMPACT OCCURRED. THE ACFT HAS NOT BEEN EXAMINED TO DETERMINE WHAT CAUSED THE REPORTED ELEVATOR CNTRL PROBLEM SINCE IT IMPACTED IN A SWAMP AND WAS DESTROYED. TO DATE, 3-4-86, THE WRECKAGE HAS NOT BEEN RECOVERED AND PROBABLY WILL NOT BE RECOVERED. A CRAWFISH BROIL WAS IN PROGRESS AT THE APRT FROM WHICH THE ACFT HAD JUST DEPARTED. CRAWFISH AND BEER WAS BEING SERVED. THE PLT HAD BEEN AT THE APRT ABOUT AN HR, HOWEVER, HE STATED HE DID NOT PARTICIPATE IN THE FESTIVITIES. NO TOXICOLOGY EXAMINATION OF THE PILOT WAS CONDUCTED.

Brief of Accident (Continued)

File No. - 2129

4/28/85

AMA,LA

A/C Reg. No. N170NX

Time (Lc1) - 1515 CST

Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLT CONTROL SYST,ELEVATOR CONTROL - JAMMED
2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
3. EMERGENCY PROCEDURE - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2139      5/08/85      NATCHITOCHES, LA      A/C Reg. No. N2367F      Time (Lcl) - 1734 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	Serious	Minor	None
Injuries	0	1	0	0
	0	1	1	0

-----Aircraft Information-----

Make/Model    - CESSNA 210E  
Landing Gear   - TRICYCLE-RETRACTABLE  
Max Gross Wt   - 3400  
No. of Seats   - 4

Eng Make/Model - CONTINENTAL IO-520-A  
Number Engines - 1  
Engine Type    - RECIP-FUEL INJECTED  
Rated Power    - 285 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing    - NO RECORD OF BRIEFING  
Method        - N/A  
Completeness   - N/A  
Basic Weather   - VMC

Wind Dir/Speed- 310/005 KTS

Visibility     - 6.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling   - 6000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation    - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance   - NONE

Type Apch/Lndg      - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

NATCHITOCHES MUNI

Runway Ident    - N/A

Runway Lth/Wid - N/A

Runway Surface   - N/A

Runway Status   - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 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        - 70

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT EXPERIENCED PARTIAL POWER LOSS DUE TO INGESTION OF THE ALTERNATE AIR DOOR SHAFT NEEDLE BEARING ROLLERS INTO THE ENGINE, AND CROSS FIRING OF THE RIGHT MAGNETO. HE REPORTEDLY CLOSED THE THROTTLE AND MADE A GEAR UP FORCED LANDING. THE AIRCRAFT SLID ACROSS A SMALL DITCH AND STOPPED. THE AIRCRAFT'S LAST ANNUAL INSPECTION WAS PERFORMED ONLY ABOUT SIX MONTHS BEFORE THE ACCIDENT. POST ACCIDENT EXAMINATION OF THE ENGINE REVEALED SEVERAL LOOSE CLAMPS ON THE AIR INDUCTION TUBES AND EVIDENCE OF CROSS FIRING THE RIGHT MAGNETO. INTERNAL EXAMINATION REVEALED STUCK COMPRESSION RINGS ON TWO PISTONS AND EVIDENCE OF INGESTION OF THE ABOVE MENTIONED NEEDLE BEARING ROLLERS.

Brief of Accident (Continued)

File No. - 2139

5/08/85

NATCHITOCHES, LA

A/C Reg. No. N2367F

Time (Lc1) - 1734 CDT

Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. INDUCTION AIR CONTROL - WORN
2. ENGINE ASSEMBLY, PISTON - WORN
3. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
4. MAINTENANCE, RECORDKEEPING - NOT PERFORMED - OTHER MAINTENANCE PSNL
5. MAINTENANCE, RECORDKEEPING - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

6. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
7. TERRAIN CONDITION - DITCH
8. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,6

Factor(s) relating to this accident is/are finding(s) 8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2199      6/02/85      BOGALUSA, LA      A/C Reg. No. N5097H      Time (Lcl) - 0600 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-INSTRUCTIONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	1	0	0	0
Accident Occurred During	-MANEUVERING	NONE	Crew Pass	0	0	0

-----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-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 250/008 KTS</p> <p>Visibility - 65.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 800 FT OVERCAST</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAWN</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAME AS ACC/INC</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>GEORGE R. CARR MEMORIAL</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>STUDENT</p>	<p>Age - 55</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 - 79</p> <p>Make/Model- 7</p> <p>Instrument- 1</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 7</p> <p>Last 90 Days- 7</p>
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Instrument Rating(s) - NONE

-----Narrative-----

A FEW MINUTES AFTER DEPARTURE THE STUDENT PLT FLEW INTO THE GROUND IN AN EFFORT TO RETURN TO THE ARPT ABOUT 1400 FT N OF RWY 18 IN APRX A 15 DEG NOSE DOWN AND 35 DEG LEFT ANGLE OF BANK. THE AFCT SLID ABOUT 80 FT WHEN IT ROTATED ABOUT IT'S RIGHT WING FLIPPING OVER 10 TO 15 FT TALL TREES COMING TO REST INVERTED APRX 110 FT FROM INITIAL IMPACT. IMPACT OCCURRED ON A SOUTHERLY TRACK HEADED TOWARD THE THRESHOLD OF RWY 18, WHICH WAS LIT AT THE TIME OF THE ACCIDENT. THE PLT HAD 79 HOURS TOTAL TIME, INCLUDING 3 HOURS NIGHT DUAL IN MARCH AND JUNE OF 1984. AN ACQUAINTANCE OF THE PLT STATED THAT HE DEPARTED HOME FOR THE NEARBY ARPT AT APRX 0500 CDT. SUNRISE WAS 0558 CDT. VFR AT THE NEAREST REPORTING STATION, 35 MILES SE, OCCURRED AT 0822 CDT. A FLASHLIGHT THAT WAS NOT IN THE ACFT ON THE PREVIOUS FLT WAS FOUND IN THE WRECKAGE AND THE LANDING/TAXI LIGHT WAS ILLUMINATED AT IMPACT. 2/10 HRS ON THE HOBBS METER ELAPSED BEFORE THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2199

6/02/85

BOGALUSA, LA

A/C Reg. No. N5097H

Time (Lc1) - 0600 CDT

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation       TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
  2. WEATHER EVALUATION - POOR - PILOT IN COMMAND
  3. LIGHT CONDITION - DAWN
  4. WEATHER CONDITION - FOG
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation       MANEUVERING

Finding(s)

5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  6. DESCENT - INADVERTENT - PILOT IN COMMAND
  7.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
  8. TERRAIN CONDITION - GROUND
  9.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
  10. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6,7,9

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. - 2195      6/07/85      PINEVILLE, LA      A/C Reg. No. N4507V      Time (Lcl) - 1031 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
Type of Operation	-PERSONAL	DESTROYED		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	•Fire	Crew	1	0	0	0
Accident Occurred During	-DESCENT	ON GROUND	Pass	1	0	0	0
			Other	0	2	2	0

-----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	- 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	SHREVEPORT, LA		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	PINEVILLE MUNT	
Wind Dir/Speed	- 270/008 KTS		Runway Ident	- 17
Visibility	- 3.000 SM	ATC/Airspace	Runway Lth/Wid	- 3000/ 75
Lowest Sky/Clouds	- 2000 FT SCATTERED	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- HAZE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - UNK/NR	Total - 1500	Last 24 Hrs - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model - 25	Last 30 Days - UNK/NR
GLIDER	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT LANDED LONG AND FAST ON THE RELATIVELY SHORT, SLOPING RUNWAY. AFTER BOUNCING FOUR TIMES, THE PILOT RAPIDLY ADDED THROTTLE ON THE TURBOCHARGER-EQUIPPED AIRCRAFT AND ATTEMPTED TO CLIMB. WITNESSES OBSERVED SMOKE FROM THE EXHAUST, AND DESCRIBED HIGH PITCH ATTITUDE AND LOW AIRSPEED AS THE AIRCRAFT NARROWLY CLEARED A ROAD-SIDE PARKING AREA ON A HILL OFF THE DEPARTURE END OF THE RUNWAY. THE AIRCRAFT ENCOUNTERED STALL & POST-STALL GYRATION, AND COLLIDED WITH THE STRESSED CONCRETE ROOF OF A WOMEN'S DORMITORY AT CENTRAL STATE HOSPITAL. FIRE ERUPTED; FOUR PATIENTS WERE INJURED. BOTH AIRCRAFT OCCUPANTS SUSTAINED FATAL INJURIES. TEARDOWN REVEALED NO MECH. MALFUNCTION.



Brief of Accident (Continued)

File No. - 2195

6/07/85

PINEVILLE, LA

A/C Reg. No. N4507V

Time (Lcl) - 1031 CDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. AIRSPEED - IMPROPER - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - NOT ATTAINED - PILOT IN COMMAND
4.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
5. GO-AROUND - DELAYED - PILOT IN COMMAND

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

6. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
7. MANEUVER - EXCESSIVE - PILOT IN COMMAND
8. STALL - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

9. OBJECT - BUILDING(NONRESIDENTIAL)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7,8

Factor(s) relating to this accident is/are finding(s) 9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2072      9/28/85      MANCHESTER, MA      A/C Reg. No. N88SJ      Time (Lcl) - 1750 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

Fatal

Crew  
Pass

0  
0

Injuries  
Serious

0  
0

Minor  
3

None  
0  
0

-----Aircraft Information-----

Make/Model      - GRUMMAN AA-5B  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2050  
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      - UNK/NR  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC

Wind Dir/Speed- 330/010 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  
TEWKSBURY, MA  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - WATER  
Runway Status      - WATER-CALM

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 31  
Biennial Flight Review  
Current      - YES  
Months Since      - 14  
Aircraft Type      - 172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total      - 526  
Make/Model- 83  
Instrument- 9  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 0  
Rotorcraft      - 1

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED THAT DURING CRUISE FLIGHT AT AN ALTITUDE OF 1200 FT THE ENGINE RPM DECREASED FROM CRUISE SETTING TO BETWEEN 900-1100 RPM. THE ACFT WAS OVERWATER AND 2 MIS FROM THE COASTLINE. HE WAS UNABLE TO MAINTAIN ALTITUDE AND HE STARTED A DESCENT TOWARD LAND. THE PLT HAD INSUFFICIENT ALTITUDE TO GLIDE TO LAND AND A DITCH IN THE WATER OCCURED. DURING THE DESCENT THE PLT STATED HE PERFORMED AN EMERGENCY CHECK OF THE ENG. HE NOTICED FUEL PRESSURE WAS SATISFACTORY. HE DID NOT USE CARBURETOR HT. A POST-ACCIDENT EXAM OF THE ENG DID NOT DISCLOSE EVIDENCE OF MALFUNCTION. CARBURETOR ICING CONDITION PREVAILED AT THE TIME.

Brief of Accident (Continued)

File No. - 2072

9/28/85

MANCHESTER,MA

A/C Reg. No. N88SJ

Time (Lc1) - 1750 EDT

-----  
Occurrence #1            LOSS OF POWER(PARTIAL) - NON-MECHANICAL

Phase of Operation      CRUISE

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
  2. GROUND PROXIMITY WARNING SYSTEM - NOT USED - PILOT IN COMMAND
  3. PROCEDURES/DIRECTIVES - NOT UNDERSTOOD - PILOT IN COMMAND
- 

Occurrence #2            FORCED LANDING

Phase of Operation      DESCENT - EMERGENCY

-----  
Occurrence #3            DITCHING

Phase of Operation      DESCENT - EMERGENCY

Finding(s)

4. TERRAIN CONDITION - WATER, GLASSY
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2066      6/30/85      GAITHERSBURG, MD      A/C Reg. No. N757MP      Time (Lcl) - 1015 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	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -APPROACH					

-----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 - NWS	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	MONTGOMERY COUNTY AIRPARK
Wind Dir/Speed- 060/010 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4235/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 62
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 62
		Instrument- 6
		Last 30 Days- UNK/NR
		Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

AFTER NOT OBTAINING SURFACE WIND INFO AND NOT OBSERVING THE WIND SOCK, THE STUDENT PLT ENTERED FINAL APCH WITHOUT OBSERVING ANY SIGNIFICANT DRIFT. WHEN THE ACFT WAS AT NOSE-UP ATTITUDE. IT FLOATED AND STOPPED DESCENDING FOR A FEW SECONDS. SUDDENLY, THE PLT HEARD LOUD WHIPPING NOISES AND OBSERVED THE RIGHT WINGTIP CONTACTING THIN BRANCHES OF SMALL TREES. THE PLT MADE A GO-AROUND ATTEMPT. THE ACFT DID NOT ASCEND, BUT AFTER SEVERAL SECONDS THE RIGHT WINGTIP WAS FREE OF THE TREES AND THE ACFT RAPIDLY YAWED TO THE LEFT. AFTER ALIGNING WITH THE RUNWAY CENTERLINE, THE AIRCRAFT WHEELS CONTACTED THE RWY AT A NEARLY LEVEL ATTITUDE AND THE ACFT LANDED WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 2066

6/30/85

GAITHERSBURG,MD

A/C Reg. No. N757MP

Time (Lc1) - 1015 EDT

-----  
Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
4. OBJECT - TREE(S)
5.        IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2067      7/05/85      HAGERSTOWN,MD      A/C Reg. No. N12740      Time (Lcl.) - 1047 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	0	0	0	2
Flight Conducted Under	-14 CFR 91	0	0	0	0
Accident Occurred During	-LANDING				

Type of Operation      -INSTRUCTIONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire      Crew      0  
NONE      Pass      0

-----Aircraft Information-----

Make/Model      - CESSNA 172M  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2300  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-320-E2D  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 HP

ELT Installed/Activated      - YES/NO  
Stall Warning System      - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - UNK/NR  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed-      210/006 KTS  
Visibility      - 4.000 SM  
Lowest Sky/Clouds      - 20000 FT THIN BKN  
Lowest Ceiling      - NONE  
Obstructions to Vision-      HAZE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
HAGERSTOWN,MD  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TOUCH AND GO

Airport Proximity  
ON AIRPORT

Airport Data

HAGRSTWN/WASH COUNTY REG.  
Runway Ident      - 27  
Runway Lth/Wid      - 5450/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND

Age      - 18  
Biennial Flight Review  
Current      - YES  
Months Since      - 1  
Aircraft Type      - UNK/NR

Medical Certificate      - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 339	Last 24 Hrs	- 1
Make/Model-	74	Last 30 Days-	45
Instrument-	69	Last 90 Days-	65
Multi-Eng	- 3		

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE RECENTLY CERTIFICATED INSTRUCTOR WAS PERFORMING TOUCH AND GO LANDINGS WITH A PARAPLEGIC STUDENT, WHO USED A HAND CONTROL FOR RUDDER OPERATION. ON THE THIRD LANDINGS THE ACFT VEERED TO THE RIGHT AND THE CFI TOOK CONTROL OF THE ACFT. THE STUDENT PILOT RELEASED THE HAND CONTROL OF THE RUDDER AND THE CFI APPLIED LEFT RUDDER AT THIS POINT. WITH NO RESPONSE FROM THE ACFT. FULL PWR WAS THEN ADDED AT THE ACFT DEPARTED THE RIGHT SIDE OF THE RWY. AS THE ACFT WAS LEAVING THE RWY TO THE RIGHT, THE EMPENNAGE COLLIDED WITH TWO TAXIWAY SIGNS AND A LIGHT. THE CFI REGAINED CONTROL OF THE ACFT AND BROUGHT IT TO A FULL STOP.

Brief of Accident (Continued)

File No. - 2067

7/05/85

HAGERSTOWN,MD

A/C Reg. No. N12740

Time (Lcl) - 1047 EDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND(CFI)
2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

3. OBJECT - RUNWAY LIGHT

----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. - 2152      7/08/85      THURMONT, MD      A/C Reg. No. CGFIE      Time (Lcl) - 0845 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  
Pass

	Fatal	Serious	Minor	None
	0	0	0	1
	0	0	0	1

-----Aircraft Information-----

Make/Model      - CESSNA 172-RG  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2650  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-360-1A6  
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      - VMC

Wind Dir/Speed- 240/007 KTS  
Visibility      - 15.0 SM

Lowest Sky/Clouds      - 8000 FT SCATTERED  
Lowest Ceiling      - 12000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
CLINTON, MD  
Destination  
WATERTOWN, NY

ATC/Airspace

Type of Flight Plan      - VFR  
Type of Clearance      - NONE  
Type Apch/Lndg      - PRECAUTIONARY LANDING

Airport Proximity  
ON AIRSTRIP

Airport Data

Runway Ident      - UNK/NR  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - GRASS/TURF  
Runway Status      - UNK/NR

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 34  
Biennial Flight Review  
Current      - YES  
Months Since      - 12  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 115      Last 24 Hrs      - 1  
Make/Model- 14      Last 30 Days- UNK/NR  
Instrument- 5      Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

UPON ENCOUNTERING A LOW CEILING, PRECIPITATION, AND HAZE AT APPROXIMATELY 1500 FEET MSL, THE PLT DESCENDED IN ORDER TO LOCATE A SUITABLE LANDING AREA. THE PLT OBSERVED A GRASS AIRSTRIP BELOW HIM, AND EXECUTED A HARD LANDING. THE AIRCRAFT BOUNCED ONCE, AND DURING THE SECOND TOUCHDOWN THE NOSE GEAR COLLAPSED AND WAS SEPARATED FROM THE AIRCRAFT. THE AIRPLANE SKIDDED DOWN THE AIRSTRIP, COMING TO REST ON ITS BOTTOM COWLING AND MAIN GEAR.



Brief of Accident (Continued)

File No. - 2152

7/08/85

THURMONT,MD

A/C Reg. No. CGFIE

Time (Lcl) - 0845 EDT

-----  
Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - HAZE
  2. WEATHER CONDITION - LOW CEILING
  3. WEATHER CONDITION - RAIN
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)

4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
- 

Occurrence #3        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - GROUND
  6. FLARE - MISJUDGED - PILOT IN COMMAND
  7. LANDING GEAR, NOSE GEAR - OVERLOAD
  8. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2177      10/12/85      STEVENSVILLE, MD      A/C Reg. No. N49396      Time (Lcl) - 1530 EDT

-----Basic Information-----

Type Operating Certificate	NONE (GENERAL AVIATION)	Aircraft Damage						
		SUBSTANTIAL						
Type of Operation	- INSTRUCTIONAL	Fire	Crew	Fatal	0	0	0	1
Flight Conducted Under	- 14 CFR 91	NONE	Pass	0	0	0	0	0
Accident Occurred During	- LANDING							

-----Aircraft Information-----

Make/Model	- CESSNA 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		ON AIRPORT	
Method	- UNK/NR	WOODBINE, NJ			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		BAY BRIDGE	
Wind Dir/Speed	- CALM			Runway Ident	- 28
Visibility	- 20.0 SM	ATC/Airspace		Runway Lth/Wid	- 2900/ 50
Lowest Sky/Clouds	- UNK/NR	Type of Flight Plan	- VFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 3000 FT OVERCAST	Type of Clearance	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN		
Precipitation	- NONE		FULL STOP		
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 79	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model - 79	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - 22

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE STUDENT PLT, APPROXIMATELY ONE-THIRD DOWN THE RWY HE FLARED TOO HIGH, AND THE ACFT BOUNCED AND BECAME AIRBORNE AGAIN. THE PLT DECIDED TO NOT ATTEMPT A GO-AROUND, AND THE ACFT CONTACTED THE RWY AGAIN. ON THE FINAL BOUNCE, THE NOSE GEAR COLLAPSED AND THE ACFT SKIDDED APPROXIMATELY 100 FEET LEFT OF THE RWY CENTERLINE BEFORE COMING TO REST.

Brief of Accident (Continued)

File No. - 2177

10/12/85

STEVENSVILLE,MD

A/C Reg. No. N49396

Time (Lcl) - 1530 EDT

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2        NOSE GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

2. MANEUVER - IMPROPER - PILOT IN COMMAND
  3. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2103      10/13/85      TROY, MI

A/C Reg. No. N9422N

Time (Lcl) - 1900 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	3

Type of Operation            -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During   -DESCENT

Fire                            NONE

-----Aircraft Information-----

Make/Model      - PIPER PA-28R-200  
Landing Gear    - TRICYCLE-RETRACTABLE  
Max Gross Wt    - 2600  
No. of Seats     - 4

Eng Make/Model - LYCOMING IO360-C1C  
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        - UNK/NR  
Method            - UNK/NR  
Completeness      - UNK/NR  
Basic Weather     - VMC  
Wind Dir/Speed- 340/004 KTS  
Visibility         - 10.0 SM  
Lowest Sky/Clouds - 20000 FT THIN BKN  
Lowest Ceiling    - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
INDIANAPOLIS, IN

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident        - N/A  
Runway Lth/Wid     - N/A  
Runway Surface      - N/A  
Runway Status       - N/A

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance   - NONE  
Type Apch/Lndg      - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
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	- 136	Last 24 Hrs	- UNK/NR
Make/Model-	15	Last 30 Days-	UNK/NR
Instrument-	5	Last 90 Days-	20

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED A PARTIAL LOSS OF POWER ON TAKEOFF. ALTITUDE COULD NOT BE MAINTAINED. DURING AN ATTEMPT TO RETURN TO THE AIRPORT, THE AIRCRAFT DESCENDED AND LANDED ON RAILROAD TRACKS. THE ENGINE WAS TEST RUN AT ALL POWER SETTINGS WITHOUT DISCREPANCIES.

Brief of Accident (Continued)

File No. - 2103

10/13/85

TROY, MI

A/C Reg. No. N9422N

Time (Lcl) - 1900 EDT

-----  
Occurrence #1      FORCED LANDING  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. ELEVATOR - IMPROPER USE OF - PILOT IN COMMAND
  2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2      HARD LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2102      10/29/85      COMSTOCK PARK, MI      A/C Reg. No. N4056L      Time (Lcl) - 0755 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -CHECK RIDE  
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

2

0

-----Aircraft Information-----

Make/Model - BALLOON WORKS FIREFLY 7  
Landing Gear - N/A  
Max Gross Wt - 1550  
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 - NWS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 100/014 KTS  
Visibility - 8.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

UNK/NR

Destination

UNK/NR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 39

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - 10

Make/Model- 10

Instrument- 0

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT SHE RECEIVED WIND INFORMATION FROM A FLIGHT SERVICE STATION, THE NOAA AND ATIS APPROXIMATELY 1.5 HOURS PRIOR TO TAKEOFF. ALL THESE SOURCES PREDICTED WINDS TO BE LESS THAN 7 KNOTS. WINDS WERE "VERY LIGHT" DURING BALLOON INFLATION. THE LAUNCH WAS UNEVENTFUL UNTIL THE BALLOON ROSE ABOVE THE TREES WHERE THE VELOCITY OVER THE GROUND INCREASED TO AN EVENTUAL 17 KNOTS. THE CHECK PILOT THEN INSTRUCTED THE PILOT TO SKIM THE TOPS OF CORN IN A CORNFIELD TO SIMULATE A TOUCH AND GO LANDING. THE FIELD SHE SELECTED WAS ON THE FAR SIDE OF A SET OF POWER LINES AND A WOODED AREA. AS SHE CLEARED THE POWER LINES THE WIND SHIFTED TO A HEADWIND AND THE BALLOON DESCENDED INTO THE TREES IN SPITE OF A PROPANE BURN TO ARREST THE DESCENT. THE BALLOON ENVELOPE WAS DAMAGED BY THE TREES.

Brief of Accident (Continued)

File No. - 2102

10/29/85

COMSTOCK PARK,MI

A/C Reg. No. N4056L

Time (Lcl) - 0755 EST

-----  
Occurrence #1        ALTITUDE DEVIATION,UNCONTROLLED  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
  2. WEATHER FORECAST - INACCURATE - NWS PERSONNEL
  3. HAZARDOUS WEATHER ADVISORY - NOT POSSIBLE - NWS PERSONNEL
- 

Occurrence #2        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

4. OBJECT - TREE(S)
  5. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2189      10/30/85      BANGOR, MI      A/C Reg. No. N8807Z      Time (Lcl) - 1430 EST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire NONE  
Crew Pass

-----Aircraft Information-----

Make/Model - EAGLE AIRCRAFT DW-1  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1500  
No. of Seats - 1

Eng Make/Model - LYCOMING IO-540 M185D  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 300 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 - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
SAME AS ACC/INC

Airport Proximity  
ON AIRSTRIP

Airport Data

BANGOR PRIVATE  
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 - FULL STOP

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND

Age - 29  
Biennial Flight Review  
Current - YES  
Months Since - 11  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 3842  
Make/Model- 39  
Instrument- 56  
Multi-Eng - 11  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER AFTER LANDING ON A GRASS LANDING STRIP. THE PILOT STATED THE TAIL CAME UP AND THE AIRCRAFT FLIPPED OVER ON ITS BACK AFTER LEFT BRAKE WAS APPLIED. AN EXAMINATION OF THE LANDING GEAR AND BRAKES REVEALED THAT THE RIGHT BRAKE WAS RELEASED BUT THE LEFT BRAKE WAS STILL APPLIED AND THE LEFT WHEEL LOCKED. THE LEFT BRAKE LINE WAS BLED REDUCING PRESSURE AND RELEASING THE LEFT BRAKE. EXAMINATION OF OF THE MASTER BRAKE CYLINDER REVEALED THAT THE CHECK VALUE SPRING DID NOT RELEASE ON THE LEFT SIDE WHEN BRAKE PEDAL PRESSURE WAS REMOVED.



Brief of Accident (Continued)

File No. - 2189

10/30/85

BANGOR, MI

A/C Reg. No. N8807Z

Time (Lc1) - 1430 EST

-----  
Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - PRESSURE EXCESSIVE  
-----

Occurrence #2      LOSS OF CONTROL - ON GROUND  
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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2078      12/20/85      GRAND RAPIDS, MI      A/C Reg. No. N8488H      Time (Lcl) - 0840 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -STANDING		Other 1	0	0	0

-----Aircraft Information-----

Make/Model - ROBINSON R22A	Eng Make/Model - LYCOMING O-320-B2C	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1370	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 124 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	HOLLAND, MI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 2.500 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 7180
SE LAND	Months Since - 20	Make/Model- 480
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 270
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 50
		Rotorcraft - 4980

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED HE FLEW INTO THE WOLVERINE POWER PLANT FOR THE PURPOSE OF PICKING UP A PASSENGER TO WHOM HE WAS TO DEMONSTRATE THE HELICOPTER'S ABILITY TO SURVEY POWER LINES. HE CONTINUED TO REPORT, SHORTLY AFTER LANDING DURING NORMAL ENGINE SHUT DOWN PROCEDURES THE INTENDED PASSENGER WALKED INTO THE, SPINNING TAIL ROTOR. WITNESSES OBSERVED THE PASSENGER PULL THE HOOD ON HIS PARKA OVER HIS HEAD AND WALK TOWARD THE HELICOPTER WITH HIS HEAD DOWN. THE TERRAIN WAS SNOW COVERED AT THE TIME OF THE ACCIDENT. THE PASSENGER FLEW IN THE HELICOPTER WITH THIS SAME PLT ON THE PREVIOUS DAY AND REPORTEDLY WAS BRIEFED ON THE PROPER BOARDING PROCEDURE. THE PLT ALSO STATED HE WARNED THE PASSENGER ABOUT THE TAIL ROTOR.

Brief of Accident (Continued)

File No. - 2078

12/20/85

GRAND RAPIDS, MI

A/C Reg. No. N8488H

Time (Lc1) - 0840 EST

-----  
Occurrence            PROPELLER/ROTOR CONTACT  
Phase of Operation    STANDING - ENGINE(S) OPERATING

Finding(s)

1. CLEARANCE - NOT MAINTAINED - OTHER PERSON
  2. WEATHER CONDITION - SNOW
  3. VISUAL LOOKOUT - INADEQUATE - OTHER PERSON
  4. PASSENGER BRIEFING - NOT FOLLOWED - OTHER PERSON
- 

----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. - 2077      8/30/85      HOLLANDALE, MN      A/C Reg. No. N8273H      Time (Lc1) - 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	IN FLIGHT	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - CALLAIR A-9	Eng Make/Model - LYCOMING O-540 SERIES	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	HOLLANDALE, MN	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 090/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - 1500 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 11000
SE LAND	Months Since - 16	Make/Model- 1100
	Aircraft Type - UNK/NR	Instrument- 50
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 80

Instrument Rating(s) - NONE

-----Narrative-----

DURING A MANEUVERING TURN WHILE CROP DUSTING THE PILOT EXPERIENCED A MUFFLER FAILURE AND ENGINE FIRE. HE LANDED SUCCESSFULLY AND ABANDONED THE AIRCRAFT. SUBSEQUENT INVESTIGATION REVEALED THAT THE BRACKET THAT HOLDS THE MUFFLER/ EXHAUST PIPE TO THE AIRCRAFT HAD BROKEN. HOT EXHAUST GAS SUBSEQUENTLY STARTED A FIRE IN THE ENGINE COMPARTMENT. MUFFLER SHROUD BOLTS AND NUTS WERE MISSING FROM AT SIDE OF ENG COMARTMENT. ALSO THE ACFT WAS IMPROPERLY FUELED WITH AUTO GASOLINE. THE CALLAIR A-9 DOES NOT HOLD AN STC FOR GASOLINE.

Brief of Accident (Continued)

File No. - 2077

8/30/85

HOLLANDALE, MN

A/C Reg. No. N8273H

Time (Lc1) - 1630 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. EXHAUST SYSTEM, CLAMP - FAILURE, TOTAL
2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
3. MAINTENANCE, REPLACEMENT - NOT PERFORMED - PILOT IN COMMAND
4. MAINTENANCE, INSPECTION OF AIRCRAFT - POOR - PILOT IN COMMAND

Occurrence #2 FIRE  
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. EXHAUST SYSTEM - OVERTEMPERATURE
6. FLUID, FUEL GRADE - IMPROPER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2099      9/15/85      RANDALL,MN      A/C Reg. No. N39684      Time (Lcl) - 1135 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - WIPPLER CASSUT III M	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SANDSTONE,MN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LITTLE FALLS,MN	Runway Ident - N/A
Wind Dir/Speed- 160/013 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 784
SE LAND	Months Since - 5	Make/Model- 78
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 16
		Rotorcraft - 33

Instrument Rating(s) - NONE

-----Narrative-----

THE ENGINE LOST POWER WHEN THE PILOT ATTEMPTED TO ADD POWER AT THE COMPLETION OF A DESCENT. THE PILOT DID NOT USE CARBURETOR HEAT IN THE DESCENT. THE RELATIVE HUMIDITY WAS APPROXIMATELY 60%.

Brief of Accident (Continued)

File No. - 2099

9/15/85

RANDALL,MN

A/C Reg. No. N39684

Time (Lc1) - 1135 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      DESCENT - NORMAL

Finding(s)

1. CARBURETOR HEAT - NOT USED - 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)

2. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2179

9/16/85

CLOQUET, MN

A/C Reg. No. N8139P

Time (Lcl) - 2205 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -APPROACH

Fire  
ON GROUND

Crew  
Pass

-----Aircraft Information-----

Make/Model - GULFSTREAM 500-S  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 6750  
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-E1B5  
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 - FSS  
Method - TELEPHONE  
Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 200/015 KTS

Visibility - 3.000 SM

Lowest Sky/Clouds -

Lowest Ceiling - 500 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - DRIZZLE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

BRAINERD, MN

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - ADF/NDB

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/wid - N/A

Runway Surface - ASPHALT

Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND, SE SEA

Age - 55

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - 172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 12750

Make/Model- 3000

Instrument- 1200

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT EXPECTED THE WEATHER TO BE BELOW MINIMUMS BUT FLEW THE APPROACH ANYWAY. HE DID NOT HAVE A SECOND PILOT ON BOARD PER COMPANY RULES. THE AIRCRAFT COLLIDED WITH TREES ABOUT 3 MILES FROM THE APPROACH END OF RUNWAY 17.



Brief of Accident (Continued)

File No. - 2179

9/16/85

CLOQUET, MN

A/C Reg. No. N8139P

Time (Lc1) - 2205 CDT

Occurrence #1           UNDERSHOOT  
Phase of Operation      APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. MINIMUM DESCENT ALTITUDE - BELOW - PILOT IN COMMAND
3. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5.       IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6. LIGHT CONDITION - DARK NIGHT

Occurrence #2           IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

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) 1,2,3,5

Factor(s) relating to this accident is/are finding(s) 4,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2175      10/05/85      WILLARD,MO      A/C Reg. No. N14VV      Time (Lcl) - 1310 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 - QUICKIE Q2  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1000  
No. of Seats - 2

Eng Make/Model - REVMaster 2100  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 64 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 300/019 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 4500 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SPRINGFIELD,MO  
Destination  
ST.JOSEPH,MO

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - DIRT  
Runway Status - WET

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND,ME LAND

Age - 67

Biennial Flight Review

Current - YES  
Months Since - 18  
Aircraft Type - CHAMP

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4048	Last 24 Hrs	- 1
Make/Model-	69	Last 30 Days-	UNK/NR
Instrument-	357	Last 90 Days-	15
Multi-Eng -	2340	Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

CLIMBING TO CRUISE THE PLT RPTD A LOSS OF ENG PWR AN TURNED TO HEAD BACK TO THE AIRPORT OF DEPARTURE, THE ENSUING FORCED LANDING SUBSTANTIALLY DAMAGED THE ACFT. INSPECTION INTO THE ENG FAILURE REVEALED A CONTAMINATED INLINE FUEL FILTER RESTRICTING FUEL FLOW TO THE CARBURETOR. THE RESTRICTED FUEL FLOW STARVED THE CARBURETOR AND ITS ABILITY TO RUN THE ENGINE. THE CONTAMINATES ORIGINATED FROM A FUEL TANK MODIFICATION PERFORMED BY THE PLT TO HELP REDUCE FUEL LOAD AND FORWARD WEIGHT. THE TANK WAS NOT CLEANED AFTER THE WORK WAS PERFORMED.

Brief of Accident (Continued)

File No. - 2175

10/05/85

WILLARD,MO

A/C Reg. No. N14VV

Time (Lcl) - 1310 CDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    CLIMB - TO CRUISE

Finding(s)

1. FUEL SYSTEM,FILTER - CONTAMINATION
  2. FUEL SYSTEM,CARBURETOR - STARVATION
  3. FUEL SYSTEM,FILTER - BLOCKED(TOTAL)
  4. MAINTENANCE,MODIFICATION - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)

5. TERRAIN CONDITION - NONE SUITABLE
- 

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2125      11/17/85      OSAGE BEACH,MO      A/C Reg. No. N8042C      Time (Lcl) - 1520 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER PA-22-135	Eng Make/Model - LYCOMING O-290-D2	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 135 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CARTHAGE,MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LINN CREEK-GRAND
Wind Dir/Speed- 180/012 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 50
Lowest Sky/Clouds - 1200 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 10000 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 - 67	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 3975
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES OBSERVED N80426 LT OF THE FINAL APCH COURSE FOR RWY 14 HEADING TOWARD THE ARPT FOR LANDING. ONE WITNESS SAID THE ACFT WAS AT 300 TO 400 FT AGL WHEN THE NOSE OF THE ACFT ROSE ABRUPTLY, THE LT WING WENT DOWN AND THE ACFT DESCENDED TO THE GROUND. OTHER WITNESSES SAID THE ACFT BANKED SHARPLY TO THE LT AND TURNED ABOUT 180 DEG BEFORE THE NOSE DROPPED. THE ACFT HIT A TREE LIMB IN A NEARLY VERTICLE DESCENT AND THEN IMPACTED THE GROUND. THE ACFT SITE IS 1/2 MI NNW OF THE APCH END OF RWY 14. THE PLT HAD HISTORY OF CARDIOVASCULAR DISEASE.

Brief of Accident (Continued)

File No. - 2125

11/17/85

OSAGE BEACH, MO

A/C Reg. No. N8042C

Time (Lc1) - 1520 CST

-----  
Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)  
1. STALL/SPIN - INADVERTENT - PILOT IN COMMAND  
-----

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - UNCONTROLLED

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. - 2196

9/23/85

GULFPORT, MS

A/C Reg. No. N1785J

Time (Lcl) - 1011 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	2	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Fire  
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28-140  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2150  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - IMC  
Wind Dir/Speed- 260/015 KTS  
Visibility - 4.000 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - BROKEN  
Obstructions to Vision- UNK/NR  
Precipitation - RAIN SHOWERS  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
DESTIN, FL  
Destination  
LAFAYETTE, LA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
ME LAND

Age - 45

Biennial Flight Review

Current - YES  
Months Since - 14  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 73	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-----

PLT CONTACTED APCH CONTROL FOR ADVISORIES. ASKED ABOUT WX ONROUTE OF ELT. WAS TOLD THAT LINES OF SHOWERS EXISTED ACROSS PATH. PLT ADVISED HE THOUGHT HE HAD FOUND A GAP AND THAT HE THOUGHT HE COULD GET OVER WX. LATER RADIOED THAT RIDE WAS BOUNCY AND HE WAS IN RAIN. ACFT DISAPPEARED FROM RADAR AND RADIO CONTACT LOST. BODIES OF PILOT AND PAX LATER RECOVERED FROM GULF OF MEXICO.

Brief of Accident (Continued)

File No. - 2196

9/23/85

GULFPORT, MS

A/C Reg. No. N1785J

Time (Lc1) - 1011 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - TURBULENCE (THUNDERSTORMS)
2. WEATHER CONDITION - RAIN
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. FLIGHT INTO KNOWN ADVERSE WEATHER - IMPROPER - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation CRUISE - NORMAL

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - WATER, ROUGH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2124      9/26/85      HOLLY SPRINGS, MS      A/C Reg. No. N8760S      Time (Lcl) - 1740 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - CESSNA 150F	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity OFF AIRPORT/STRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination LOCAL	Airport Data
Completeness - N/A		Runway Ident - 36
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 3200/ 60
Wind Dir/Speed- 340/004 KTS	Type of Flight Plan - NONE	Runway Surface - N/A
Visibility - 10.0 SM	Type of Clearance - NONE	Runway Status - N/A
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - TRAFFIC PATTERN	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 21
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 21
		Instrument- 0
		Last 30 Days- 4
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE STU PLT ON HIS FOURTH SOLO FLT ELECTED TO MAKE A TOUCH-AND-GO LNG PRIOR TO GOING TO THE PRACTICE AREA. AFTER TURNING BASE ON THE CLOSED VFR TRAFFIC PATTERN, HE STATES THAT HE COULD NOT FIND THE RUNWAY AND ALLOSED THE AIRSPEED TO DECREASE TOO LOW. WHEN HE ADDED FULL POWER FOR THE GO-AROUND, HE, NOTED THAT HE WAS CLOSE TO THE TREES. HE LOWERED THE NOSE TO GAIN SPEED AND COLLIDED WITH TREES.



Brief of Accident (Continued)

File No. - 2124

9/26/85

HOLLY SPRINGS, MS

A/C Reg. No. N8760S

Time (Lc1) - 1740 EDT

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. LIGHT CONDITION - DAYLIGHT
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. OBJECT - TREE(S)
4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2094      10/27/85      MERIDIAN,MS      A/C Reg. No. N5959Q      Time (Lcl) - 1918 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -APPROACH

Fire      Crew      0  
NONE      Pass      0

-----Aircraft Information-----

Make/Model      - MOONEY M20E  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2575  
No. of Seats      - 4

Eng Make/Model      - LYCOMING IO-360-A386  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 200 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      - IMC  
Wind Dir/Speed-      030/006 KTS  
Visibility      - 2.500 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - 500 FT BROKEN  
Obstructions to Vision-      FOG  
Precipitation      - RAIN  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
PANAMA CITY,FL  
Destination  
CHATTANOOGA,TN

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - PAR

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

MCCAIN FLD  
Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age      - 46  
Biennial Flight Review  
Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 1500      Last 24 Hrs      - UNK/NR  
Make/Model-      UNK/NR      Last 30 Days-      UNK/NR  
Instrument-      1      Last 90 Days-      UNK/NR  
Multi-Eng      - UNK/NR      Rotorcraft      - UNK/NR

Instrument Rating(s)      - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PILOT RECEIVED A WEATHER BRIEFING BEFORE TAKE-OFF AND WAS ADVISED THAT VFR FLIGHT WAS NOT RECOMMENDED FOR A FLIGHT TO CHATTANOOGA, TN. THE PILOT WAS UNABLE TO MAINTAIN VFR CONDITIONS AND ATTEMPTED A PRECISION APPROACH. WHILE BEING VECTORED FOR THE APPROACH THE PILOT BECAME DISORIENTED AND CRASHED 4 MILES SHORT OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 2094

10/27/85

MERIDIAN,MS

A/C Reg. No. N5959Q

Time (Lc1) - 1918 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
3. WEATHER CONDITION - RAIN
4. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
5. LIGHT CONDITION - DARK NIGHT
6. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
7. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation APPROACH

Finding(s)

8. TERRAIN CONDITION - GROUND
9. MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2015      11/08/85      HAZELHURST, MS      A/C Reg. No. N8852U      Time (Lcl) - 0930 CST

-----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	0

-----Aircraft Information-----

Make/Model - CESSNA 172F	Eng Make/Model - CONTINENTAL O-300D	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 - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	OAK GROVE, LA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	BROOKHAVEN, MS	
Wind Dir/Speed- 100/006 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 - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 188
SE LAND	Months Since - 25	Make/Model- 21
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

DURING CRUISE FLIGHT THE ENGINE EXPERIENCED A LOSS OF POWER AND THE PILOT APPLIED CARB HEAT. THE ENGINE OPERATED NORMALLY WITH THE CARB HEAT ON AND WHEN IT WAS TURNED OFF THE ENGINE AGAIN RAN ROUGH. THE PILOT AGAIN TURNED ON THE CARB HEAT AND THE ENGINE RAN NORMALLY. AFTER COMPLETING THE ABOVE SEQUENCE SEVERAL TIMES THE PILOT ELECTED TO FLY WITH THE CARB HEAT OFF AND THE ACFT LOST TOTAL POWER. AN EMERGENCY LANDING WAS ATTEMPTED IN A FIELD DURING WHICH THE PLT COLLIDED WITH TREES ON THE FAR END OF THE FIELD.

Brief of Accident (Continued)

File No. - 2015

11/08/85

HAZELHURST,MS

A/C Reg. No. N8852U

Time (Lc1) - 0930 CST

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM,CARBURETOR - ICE
  2. CARBURETOR HEAT - IMPROPER USE OF - 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)

3. OBJECT - TREE(S)
  4. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
  5. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
  6. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2031 9/22/85 TROY,MT

A/C Reg. No. N5145D

Time (Lcl) - 1030 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	2

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 182A  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2650  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-L  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 230 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 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  
BONNERS FERRY,ID  
Destination  
TROY,MT

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

Airport Proximity  
ON AIRPORT

Airport Data

U.S. FOREST SOD STRIP  
Runway Ident - 14  
Runway Lth/Wid - 4200/ 50  
Runway Surface - MACADAM  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 37  
Biennial Flight Review  
Current - YES  
Months Since - 2  
Aircraft Type - 182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 411	Last 24 Hrs -	1
Make/Model-	330	Last 30 Days-	UNK/NR
Instrument-	13	Last 90 Days-	16
Multi-Eng -	1		

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID THAT AS HE APPROACHED HIS DESTINATION HE REDUCED ENGINE PWR TO BEGIN DESCENT.  
THE ENGINE QUIT FORCING THE PILOT TO LAND ON UNSUITABLE TERRAIN. CONTAMINATED FUEL WAS FOUND IN THE FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 2031

9/22/85

TROY, MT

A/C Reg. No. N5145D

Time (Lcl) - 1030 MDT

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      DESCENT - NORMAL

Finding(s)

1. FLUID, FUEL - CONTAMINATION  
-----

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY  
-----

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2192      8/23/85      FLAT ROCK, NC

A/C Reg. No. N600CM

Time (Lcl) - 2155 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -CRUISE

Aircraft Damage  
DESTROYED

Fire  
ON GROUND

Crew  
Pass

Fatal  
1  
4

Injuries  
Serious      Minor  
0      0  
0      0

None  
0  
0

-----Aircraft Information-----

Make/Model      - PIPER PA-31T  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 9050  
No. of Seats      - 7

Eng Make/Model      - P & W PT-6A-28  
Number Engines      - 2  
Engine Type      - TURBOPROP  
Rated Power      - 715 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - ACFT RADIO  
Completeness      - PARTIAL, LMTD BY PILOT  
Basic Weather      - UNK/NR  
Wind Dir/Speed-      130/005 KTS  
Visibility      - 3.000 SM  
Lowest Sky/Clouds      -  
Lowest Ceiling      - 1500 FT BROKEN  
Obstructions to Vision-      FOG  
Precipitation      - DRIZZLE  
Condition of Light      - UNK/NR

Itinerary

Last Departure Point  
LOUISVILLE, KY  
Destination  
GREER, SC

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, ME LAND

Age - 45  
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      - 1700  
Make/Model-      UNK/NR  
Instrument-      UNK/NR  
Multi-Eng -      UNK/NR  
Last 24 Hrs -      UNK/NR  
Last 30 Days-      UNK/NR  
Last 90 Days-      UNK/NR  
Rotorcraft      - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT HIT NORTHWEST SIDE OF RIDGE IN LEVEL ATTITUDE, CRUISE SPEED, HEADING SOUTHEAST. CONDITIONS WERE DARK NIGHT AND THE CLOUD CEILING WAS ABOUT 40 FEET ABOVE THE RIDGE. PILOT RECEIVED WX BRIEF BEFORE TAKE OFF AND EN ROUTE WHICH REPORTED A CEILING OF 10,000 FEET AT DESTINATION. ACFT WAS FLOWN AT 17,500 FEET EN ROUTE. PIC RADIOED GSP APPROACH CONTROL. SAID HE WAS VFR FOR LANDING, PASSING 6000 FEET. TWO WAY COMM NOT ESTABLISHED BUT DISCRETE TX CODE ASSIGNED. CONTROLLER SAW TX CODE CHANGE NW OF CRASH SITE THEN RADAR TARGET DISAPPEARED AT ACCIDENT SITE.



Brief of Accident (Continued)

File No. - 2192

8/23/85

FLAT ROCK, NC

A/C Reg. No. N600CM

Time (Lc1) - 2155 EDT

-----  
Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    CRUISE

Finding(s)

1. IFR PROCEDURE - DISREGARDED - PILOT IN COMMAND
2. DESCENT - PREMATURE - 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. - 2056	8/28/85	CONOVER, NC	A/C Reg. No. N992SB	Time (Lcl) - 0145 EDT
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-----Basic Information-----

Type Operating Certificate-COMMUTER	Aircraft Damage	Fatal	Injuries		
	DESTROYED		Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew 3	0	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - DESCENT					

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-----Aircraft Information-----

Make/Model - BEECH AIRCRAFT CORP. C-99	Eng Make/Model - P&W PT6A-36	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 11300	Engine Type - TURBOPROP	
No. of Seats - 17	Rated Power - 715 HP	

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-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	HICKORY, NC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CHARLOTTE, NC	HICKORY
Wind Dir/Speed- 290/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 5309
SE LAND, ME LAND	Months Since - 2	Make/Model- 950
	Aircraft Type - SD-3	Instrument- 1136
		Multi-Eng - 3604
		Last 24 Hrs - UNK/NR
		Last 30 Days- 45
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

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-----Narrative-----

ACFT WAS ON TRNG FLT FOR INITIAL COPILOT QUAL FOR COMMUTER AIR CARRIER. INSTRUCTOR AND TWO TRAINEES WERE ON BOARD. THE ACFT DEPARTED CHARLOTTE AT ABOUT 2314EDT FOR THE HICKORY AREA FOR TRNG. AT ABOUT 0015EDT, IT WAS REPORTED THAT THE CREW VISITED THE HICKORY FSS. AFTER DEPARTING HICKORY, THE ACFT CLIMBED TO 5500 FT AND REMAINED GENERALLY BETWEEN CHARLOTTE. AT ABOUT 0145EDT, RADAR DATA SHOWED THE ACFT TO BE IN A STEEPING DESCENT AND GAINING SPEED. THE ACFT COLLIDED WITH TREE LIMBS, A UTILITY POLE AND THE GROUND IN ABOUT 35 DEGREE OF DESCENT IN A RESIDENTIAL AREA OF CONOVER NC. INVESTIGATION REVEALED A NOSE UP TRIM, WHICH WAS APPROX 75 PERCENT OF THE AVAILABLE UP-TRIM (3.38 DEGREES UP-NOSE. THIS IS AN ABNORMAL SETTING; SO THE ENTIRE TRIM UNIT WAS RETAINED & SENT TO THE TALLEY CORP FOR DETAILED EXAM. THE RAM END FITTINGS WERE SENT TO GA TECH RESEARCH FOR SURFACE FRACTURE ANALYSIS. THE EXAM SHOWED DUCTILE OVERSTRESS & NO INDICATION OF PRE-CRACKED CONDITION. PITCH TRIM EMERGENCIES ARE A PART OF SUNBIRDS C-99 TRAINING PROGRAM (FIT 1 & 2)

Brief of Accident (Continued)

File No. - 2056

8/28/85

CONOVER, NC

A/C Reg. No. N992SB

Time (Lc1) - 0145 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation CRUISE

Finding(s)

1. EMERGENCY PROCEDURE - SELECTED - PILOT IN COMMAND(CFI)
2. REMEDIAL ACTION - NOT PERFORMED - DUAL STUDENT
3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - DUAL STUDENT
4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
5. IMPROPER USE OF PROCEDURE, FATIGUE (FLIGHT AND GROUND SCHEDULE) - PILOT IN COMMAND(CFI)
6. SUPERVISION - NOT MAINTAINED - PILOT IN COMMAND(CFI)
7. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND(CFI)
8. IMPROPER DECISION, FATIGUE (FLIGHT AND GROUND SCHEDULE) - PILOT IN COMMAND(CFI)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,8

Factor(s) relating to this accident is/are finding(s) 7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2119	10/01/85	CHAPEL HILL, NC	A/C Reg. No. N2765U	Time (Lcl) - 1520 EDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 1	Serious	Minor	None
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 1	0	0	0
Accident Occurred During -DESCENT			0	0	0

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-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300 SER	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

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-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HOGAN
Wind Dir/Speed- 130/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1600
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

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-----Narrative-----

N2765U CRASHED SHORTLY AFTER MAKING A LOW PASS OVER A PRIVATE AIR STRIP NEAR CHAPEL HILL. THE AIRCRAFT WAS SEEN IN A NOSE HIGH ATTITUDE PRIOR TO IMPACTING A TREE ABOUT 40 ABOVE THE GROUND. THE AIRCRAFT ALSO COLLIDED WITH A POWER TRANSMISSION LINE. THE AIRCRAFT IMPACTED THE GROUND IN A NOSE LOW ATTITUDE AND BURNED. EXAMINATION OF THE WRECKAGE FAILED TO DISCLOSE ANY SYSTEM MALFUNCTION OR FAILURE.

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Brief of Accident (Continued)

File No. - 2119

10/01/85

CHAPEL HILL, NC

A/C Reg. No. N2765U

Time (Lc1) - 1520 EDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. LOW PASS - PERFORMED - PILOT IN COMMAND
3. PULL-UP - EXCESSIVE - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

5. OBJECT - TREE(S)
6. OBJECT - WIRE, TRANSMISSION

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2017      12/06/85      HICKORY, NC      A/C Reg. No. N44687      Time (Lcl) - 1532 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -INSTRUCTIONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor  
0      0  
0      0

None  
1  
0

-----Aircraft Information-----

Make/Model      - CESSNA 152  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1600  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-235-N2C  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 108 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - UNK/NR  
Method      - UNK/NR  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed- 190/005 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
RALEIGH, NC  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

HICKORY MUNI  
Runway Ident      - 19  
Runway Lth/Wid      - 4399/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
STUDENT

Age - 17

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      - 47      Last 24 Hrs - UNK/NR  
Make/Model- 47      Last 30 Days- UNK/NR  
Instrument- 0      Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PILOT WAS RETURNING FROM A SOLO CROSS COUNTRY FLIGHT. IN HIS REPORT THE STUDENT SAID HE FLEW A LONG FINAL WITH THE VASI SHOWING A PROPER DESCENT ANGLE. THE ACFT WAS LANDED WITH A SHALLOW FLARE TOUCHING DOWN IN A FLAT ATTITUDE. IT BOUNCED, BOUNCED AGAIN, AND COLLAPSED THE NOSE LANDING GEAR. STUDENT RECOMMENDED MORE INSTRUCTION IN LANDINGS AND RECOVERY FROM BOUNCED LANDINGS.

Brief of Accident (Continued)

File No. - 2017

12/06/85

HICKORY, NC

A/C Reg. No. N44687

Time (Lc1) - 1532 EST

Occurrence #1 NOSE GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NOSE GEAR - OVERLOAD
2. RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2032      8/15/85      KILLDEER,ND      A/C Reg. No. N7202A      Time (Lcl) - 1000 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -TAKEOFF

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA C-172  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2075  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 145 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - 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  
WATFORD,ND

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

UNKNOWN  
Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 31  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - 172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 117	Last 24 Hrs -	11
Make/Model-	87	Last 30 Days-	UNK/NR
Instrument-	1	Last 90 Days-	76

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID HE MEASURED THE LENGTH OF THE R/W PRIOR TO T/O. THE T/O WAS NORMAL ON A DOWNSLOPING R/W WITH TREES AT THE FAR END. THE PLT SAID THAT AS THE A/C LIFTED OFF THE R/W THE A/C STRUCK THE TREES. HE SAID A GUST OF WIND CAUSED THE A/C TO SETTLE INTO THE TREES.



Brief of Accident (Continued)

File No. - 2032

8/15/85

KILLDEER,ND

A/C Reg. No. N7202A

Time (Lc1) - 1000 MDT

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  2. OBJECT - TREE(S)
  3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
  4. TERRAIN CONDITION - DOWNHILL
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

5. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5

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. - 2184      12/12/85      OMAHA, NE      A/C Reg. No. N8895E      Time (Lcl) - 1615 CST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-MILLARD AIR, INC.	SUBSTANTIAL		Fatal		Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	1	0	
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0	2	1	0	
Accident Occurred During	-APPROACH							

-----Aircraft Information-----

Make/Model	- PIPER PA-32-300	Eng Make/Model	- LYCOMING IO-540-K1GS	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 3	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- TELEPHONE	OMAHA, NE			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	ROCHESTER, MN		Runway Ident	- N/A
Wind Dir/Speed	- 330/011 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 7.0 SM	Type of Flight Plan	- VFR	Runway Surface	- SNOW
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Clearance	- TRAFFIC ADVISORY	Runway Status	- DRY
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 764	Last 24 Hrs - 3
SE LAND, ME LAND	Months Since - 2	Make/Model - 30	Last 30 Days - UNK/NR
	Aircraft Type - PA-32	Instrument - 87	Last 90 Days - 213
		Multi-Eng - 19	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N8895E WAS CLIMBING THROUGH 2,800' MSL, 15 MIN AFTER TAKEOFF AND WHEN THE PILOT RETARDED THE THROTTLE TO CLIMB POWER, THE ENG QUIT. THE PILOT SELECTED AN OPEN FIELD FOR THE FORCED LANDING BUT COLLIDED WITH TREES DURING THE APPROACH. EXAMINATION OF THE ENG REVEALED 4 BROKEN TEETH ON CRANKSHAFT DRIVE GEAR. FAILURE OF THE GEAR RESULTED IN THE LOSS OF ALL ACCESSORIES. A MEDICAL PATIENT WHO WAS BEING TRANSPORTED ON AN UNAPPROVED LITTER INSTALLED IN PLACE OF THE RT MIDDLE AND REAR SEATS HIT THE BACK OF THE RT FRONT SEAT DURING THE ACFT AND WAS INJURED.

Brief of Accident (Continued)

File No. - 2184

12/12/85

OMAHA, NE

A/C Reg. No. N8895E

Time (Lc1) - 1615 CST

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation    CLIMB - TO CRUISE

Finding(s)

1. ACCESSORY DRIVE ASSY, DRIVE GEAR - FAILURE, TOTAL
  2. ACCESSORY DRIVE ASSY, DRIVE GEAR - OVERLOAD
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    CLIMB - TO CRUISE

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE
- 

Occurrence #3        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2110      10/25/85      NORTH CONWAY,NH      A/C Reg. No. N2565H      Time (Lcl) - 1357 EDT

-----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	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - SCHWEIZER SGS-1-35C	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 - 930	Engine Type - UNK/NR		
No. of Seats - 1	Rated Power - N/A		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NORTH CONWAY,NH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	NORTH CONWAY
Wind Dir/Speed- 330/010 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2940/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 69	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 527
SE LAND	Months Since - UNK/NR	Make/Model- 140
GLIDER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- 1
		Last 90 Days- 1
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN OFF AIRPORT LANDING ATTEMPT IN A CLEARED CORN FIELD, THE GLIDER WAS APPROACHING A TREELINE AT AN ALTITUDE OF 10 TO 20 FT AGL. WITNESSES OBSERVED THE GLIDER PULL UP AND BANK TO THE LEFT BEFORE FALLING NOSE FIRST INTO THE GROUND. THE PILOT'S LOG BOOK REFLECTED ONE FLIGHT IN THE PRECEEDING 12 MONTH PERIOD.

Brief of Accident (Continued)

File No. - 2110

10/25/85

NORTH CONWAY, NH

A/C Reg. No. N2565H

Time (Lc1) - 1357 EDT

-----  
Occurrence #1        ABRUPT MANEUVER  
Phase of Operation    LANDING

Finding(s)

1. ABORTED LANDING - ATTEMPTED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
  3. ALTITUDE - INADEQUATE - PILOT IN COMMAND
  4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  5. 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) 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. - 2151      4/01/85      PORT ELIZABETH, NJ      A/C Reg. No. N90885      Time (Lcl) - 0740 EST

-----Basic Information-----

Type Operating Certificate-EXTERNAL LOAD	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - OTHER WORK USE	Fire	Crew 0	0	1	0
Flight Conducted Under - 14 CFR 133	NONE	Pass 0	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - SIKORSKY S-55B	Eng Make/Model - WRIGHT R-1300-3D	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 7200	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 600 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
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 - 5888
SE LAND, ME LAND	Months Since - 1	Make/Model- 148
HELICOPTER	Aircraft Type - S-55	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 1
		Last 90 Days- 3
		Rotorcraft - 5888

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER LANDED HARD AFTER A DECREASE IN RPM DURING INITIAL CLIMB. THE ACFT WAS BEING USED FOR A SLING OPERATION. INVESTIGATION REVEALED A FAILED CLUTCH ASSEMBLY, S1435-2500-1. THE CLUTCH HAD OPERATED ONLY 200 HRS SINCE A MAJOR OVERHAUL.

Brief of Accident (Continued)

File No. - 2151

4/01/85

PORT ELIZABETH,NJ

A/C Reg. No. N90885

Time (Lcl) - 0740 EST

-----  
Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. ROTOR DRIVE SYSTEM,CLUTCH ASSEMBLY - FAILURE,TOTAL
  2. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
  3. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
  4. MAINTENANCE,MAJOR REPAIR - IMPROPER - OTHER MAINTENANCE PSNL
- 

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING

-----

Occurrence #3      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2021      5/05/85      LAS VEGAS,NM      A/C Reg. No. N8343G      Time (Lcl) - 1148 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	1	0
Pass		0	2	1	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 421C  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 7450  
No. of Seats - 8

Eng Make/Model - CONTINENTAL GTSIO-520-L  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 375 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 210/015 KTS  
Visibility - 30.0 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  
EL MONTE,CA

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - DIRT  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND,ME LAND

Age - 53

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 - 4230

Make/Model- UNK/NR

Instrument- 0

Multi-Eng - 4000

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS LANDED IN A PASTURE ABOUT 2 MILES FROM THE ARPT AFTER THE ACFT BEGAN TO DESCEN "BEHIND THE POWER CURVE" AFTER TAKEOFF. THE PLT SAID HE USED FULL POWER FOR TAKEOFF BUT THE TAKEOFF WAS LONGER THAN NORMAL. THE DA WAS COMPUTED TO BE 9286 FT. AFTER TAKEOFF THE PLT SAID HE RAISED THE LNDG GEAR BUT A WITNESS DISAGREED. THE FLT THEN REDUCED PWR AND AS RPM WAS REDUCED, NOTED THAT THE MP WAS ONLY 24 IN. THE ACFT BEGAN A DESCENT WHICH THE PLT SAID COULD NOT BE STOPPED WITH POWER SO HE LANDED GEAR DOWN IN A PASTURE. THE ACFT COLLIDED WITH 2 DITCHES AND A FENCE DURING THE 1500 FT ROLL. THE ENGS WERE FOUND TO OPERATE NORMALLY AFTER THE ACCIDENT.



Brief of Accident (Continued)

File No. - 2021

5/05/85

LAS VEGAS,NM

A/C Reg. No. N8343G

Time (Lc1) - 1148 MDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. AIRCRAFT WEIGHT AND BALANCE - NOT USED - PILOT IN COMMAND
4. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
7. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
8. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT

Occurrence #3      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

9. TERRAIN CONDITION - OPEN FIELD
10. TERRAIN CONDITION - DIRT BANK
11. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,11

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2188      10/05/85      PECOS,NM

A/C Reg. No. N59SP

Time (Lcl) - 2315 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	2	0
0	0	0	0

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Fire      Crew      Pass

0  
0

0  
0

0  
0

2  
0

0  
0

-----Aircraft Information-----

Make/Model      - UNIVERSAL SYSTEMS, INC.      GBN-4  
Landing Gear      - UNK/NR  
Max Gross Wt      - 800  
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 - YES/YES  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - UNK/NR  
Method      - IN PERSON  
Completeness      - FULL  
Basic Weather      - IMC  
Wind Dir/Speed-      340/002 KTS  
Visibility      - UNK/NR  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision-      UNK/NR  
Precipitation      - RAIN  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
ALBUQUERQUE,NM  
Destination  
ELKHART,KS

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  
FREE BALLOON

Age - 38  
Biennial Flight Review  
Current      - YES  
Months Since      - 5  
Aircraft Type      - UNK/NR

Medical Certificate - EXPIRED  
Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- 10
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	16
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

FLT WAS PARTICIPATION IN THE 1985 BALLOON FIESTA, A NIGHT HELIUM-FILLED BALLOON RACE FROM ALBUQUERQUE, NEW MEXICO, TO ELKHART, KANSAS. ONE HR AFTER LAUNCH PLT ENCOUNTERED SMALL WIND SHEAR, CAUSING LOSS OF ALTITUDE, BALLAST, AND HELIUM. PLT THEN ENCOUNTERED RAIN, SNOW, ICE AND SEVERE WIND SHEAR. ICE CAUSED BALLOON TO DESCEND. ALL BALLAST WAS THROWN OVERBOARD, AS WAS COMMUNICATIONS AND SURVIVAL EQUIPMENT. BALLOON CLEARED ONE PEAK BUT CRASHED INTO EAST SIDE OF PECOS-BALDY MOUNTAIN AT THE 10,900-FT LEVEL. PLTS WALKED OUT OF WILDERNESS AREA THE NEXT AFTERNOON WITH MINOR INJURIES AND FROSTBITE.

Brief of Accident (Continued)

File No. - 2188

10/05/85

PECOS,NM

A/C Reg. No. N59SP

Time (Lc1) - 2315 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - MOUNTAIN WAVE
5. WEATHER CONDITION - HAIL
6. WEATHER CONDITION - SNOW
7. WEATHER CONDITION - TURBULENCE

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation CRUISE - NORMAL

Finding(s)

8. LOAD JETTISON - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

9. OBJECT - TREE(S)
10. LIGHT CONDITION - DARK NIGHT
11. 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

Factor(s) relating to this accident is/are finding(s) 3,4,5,6,7,11

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2034      10/13/85      ALBUQUERQUE, NM      A/C Reg. No. N4395C      Time (Lc1) - 1800 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage MINOR		Injuries		
	Fire	Crew	Fatal	Serious	Minor
Type of Operation -BUSINESS	NONE	Pass	0	0	0
Flight Conducted Under -14 CFR 91			0	1	1
Accident Occurred During -LANDING					None
					1
					2

-----Aircraft Information-----

Make/Model - RAVEN S60A	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - N/A	Stall Warning System - UNK/NR
Max Gross Wt - 1800	Engine Type - UNK/NR	
No. of Seats - UNK/NR	Rated Power - N/A	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	UNKNOWN
Wind Dir/Speed- 130/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 69.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		ROUGH
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - UNK/NR	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 174	Last 24 Hrs - 7
	Months Since - 1	Make/Model- 23	Last 30 Days- UNK/NR
FREE BALLOON	Aircraft Type - S60A	Instrument- 0	Last 90 Days- 29

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING, WHILE THE BASKET OF A RAVEN BALLOON WAS BEING PULLED BY THE WIND DRIVEN ENVELOPE, IT STRUCK A FENCE AND A MOBILE HOME TRAILER. OF THE FOUR PASSENGERS ABOARD, ONE RECEIVED MINOR INJURIES AND ONE RECEIVED SERIOUS INJURIES. THE PILOT STATED THAT IF HE HAD HAD MORE EXPERIENCE IN THIS TYPE BALLOON, HE MIGHT HAVE DONE THINGS DIFFERENTLY.

Brief of Accident (Continued)

File No. - 2034

10/13/85

ALBUQUERQUE, NM

A/C Reg. No. N4395C

Time (Lc1) - 1800 MDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING

Finding(s)

1. WEATHER CONDITION - HIGH WIND
  2.    COMPENSATION FOR WIND CONDITIONS - MISJUDGED - PILOT IN COMMAND
  3. JUDGEMENT - POOR - PILOT IN COMMAND
- 

Occurrence #2        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING

Finding(s)

4. OBJECT - FENCE
  5. OBJECT - RESIDENCE
- 

-----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. - 2160      11/11/85      OVERTON,NV      A/C Reg. No. N1604U      Time (Lcl) - 1347 PST

-----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 -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA T210N  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3300  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-R  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 310 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 270/015 KTS  
Visibility - 60.0 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - 4300 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - RAIN  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ASPEN,CO  
Destination  
LAS VEGAS,NV

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

OVERTON 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 - 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 - 713  
Make/Model- 467  
Instrument- 42  
Last 24 Hrs - 4  
Last 30 Days- UNK/NR  
Last 90 Days- 105

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SEVERAL DIVERSIONS HAD BEEN MADE DUE TO ENCOUNTERING AIRFRAME ICING. ONCE THE PILOT REALIZED THAT A LOW FUEL CONDITION EXISTED HE ASKED FOR VECTORS TO THE NEAREST AIRPORT. THE PILOT HAD TO MAKE A FORCED LANDING DUE TO FUEL EXHAUSTION 1 MILE SHORT OF THE RUNWAY. DURING LANDING ROLL THE AIRCRAFT STRUCK A STOP SIGN AND THE NOSE GEAR COLLAPSED DUE TO THE ROUGH TERRAIN.

Brief of Accident (Continued)

File No. - 2160

11/11/85

OVERTON, NV

A/C Reg. No. N1604U

Time (Lc1) - 1347 PST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
2. IN-FLIGHT PLANNING/DECISION - INACCURATE - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      APPROACH

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2061

5/17/85

MOOSE RIVER, NY

A/C Reg. No. N8105D

Time (Lc1) - 1210 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -TAKEOFF

Aircraft Damage  
DESTROYED

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-18  
Landing Gear - FLOAT  
Max Gross Wt - 1760  
No. of Seats - 2

Eng Make/Model - CONTINENTAL 95-12F  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 95 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- 310/008 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 2000 FT SCATTERED  
Lowest Ceiling - 4000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
INDIAN LAKE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
STUDENT

Age - 48

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	-	362	Last 24 Hrs -	0
Make/Model-	362		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	0

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES DURING TAKEOFF AND CRASHED. THE PLT SAID HE ENCOUNTERED TURBULENCE AT ABOUT 100 FT AGL WHICH FORCED THE ACFT INTO THE TREES.



Brief of Accident (Continued)

File No. - 2061

5/17/85

MOOSE RIVER, NY

A/C Reg. No. N8105D

Time (Lc1) - 1210 EST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  2. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
  3. WEATHER CONDITION - DOWNDRAFT
  4.        IMPROPER DECISION, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
  5. WEATHER CONDITION - TURBULENCE
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

6. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2062      7/28/85      DUANESBURG,NY      A/C Reg. No. N95141      Time (Lcl) - 1400 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -MANEUVERING

Fire  
NONE

-----Aircraft Information-----

Make/Model      - PIPER PA-28-140B  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2150  
No. of Seats      - 4

Eng Make/Model - LYCOMING O-320-E2A  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 HP

ELT Installed/Activated - YES/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      - UNK/NR  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - UNK/NR  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

DUANESBURG  
Runway Ident      - 28  
Runway Lth/Wid      - 2500/ 50  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 65

Biennial Flight Review

Current      - UNK/NR  
Months Since      - 0  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2800	Last 24 Hrs	- 2
Make/Model-	2800	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	5

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT, THE AIRCRAFT LANDED AND WAS TAXIING TO THE FUEL PUMP. THE AIRCRAFT WAS MOVING FAST AND WHEN THE HAND BRAKE WAS APPLIED IT DID NOT FUNCTION. THE PILOT VEERED THE AIRCRAFT OFF THE RUNWAY IN AN ATTEMPT TO SLOW IT DOWN. THE AIRCRAFT ROLLED UP A GRADE AND AS IT REACHED THE TOP IT COLLIDED WITH A PINE TREE DAMAGING THE RIGHT WING. THE PILOT THEN TAXIED TO THE TIE DOWN AREA.

Brief of Accident (Continued)

File No. - 2062

7/28/85

DUANESBURG, NY

A/C Reg. No. N95141

Time (Lc1) - 1400 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - DISABLED
2. BRAKES(NORMAL) - NOT MAINTAINED - OTHER MAINTENANCE PSNL
3. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2 ON GROUND COLLISION WITH OBJECT  
Phase of Operation MANEUVERING

Finding(s)

4. OBJECT - TREE(S)
5. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND
6. 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

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2063      7/30/85      DUANESBURG,NY      A/C Reg. No. N5197U      Time (Lcl) - 2030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 206	Eng Make/Model - CONTINENTAL IO 520 SERIES	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	DELANSON,NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DUANESBURG,NY	DUANESBURG
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		HIGH VEGETATION
Precipitation - NONE		
Condition of Light - DUSK		

-----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 - UNK/NR	Total - 500
SE LAND	Months Since - UNK/NR	Make/Model- 130
	Aircraft Type - UNK/NR	Instrument- 5
		Multi-Eng - 5
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 99

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDIDNG TO THE PILOT, HE WAS MAKING A LOW PASS OVER DUANESBURG AIRPORT TO OBSERVE THE AREA BEFORE LANDING. WHILE OVER THE AIRPORT, THE ENGINE QUIT AND HE HAD TO MAKE AN EMERGENCY LANDING ON ROUTE 20. THE PASS WAS MADE AT ABOUT 300 TO 400 FEET ABOVE THE GROUND. ACCORDING TO WITNESSES AT AND NEAR THE DUANESBURG AIRPORT, THEY SAW AN AIRCRAFT MAKE A PASS OVER THE AIRPORT AT A VERY LOW ALTITUDE AND FAST SPEED. THE ENGINE WAS DESCRIBED AS BEING WIDE OPEN. THE AIRCRAFT ENTERED A STEEP CLIMB AND A LEFT TURN PRIOR TO DESCENDING QUICKLY OUT OF SIGHT.

Brief of Accident (Continued)

File No. - 2063

7/30/85

DUANESBURG, NY

A/C Reg. No. N5197U

Time (Lc1) - 2030 EDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CLIMB

Finding(s)

1. FLUID, FUEL - STARVATION
2. MANEUVER - EXCESSIVE - PILOT IN COMMAND
3. BUZZING - INTENTIONAL - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

4. OBJECT - WIRE, TRANSMISSION
5. ALTITUDE - IMPROPER - PILOT IN COMMAND
6. OBJECT - BUILDING(NONRESIDENTIAL)
7. OBJECT - UTILITY POLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5

Factor(s) relating to this accident is/are finding(s) 2,4,6,7

National Transportation Safety Board  
Washington, D. C. 20594

Brief of Accident

File No. - 2060      8/01/85      STORMVILLE, NY      A/C Reg. No. N52503      Time (Lc1) - 1630 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries  
Fatal      Serious      Minor      None

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Fire      NONE  
Crew      0  
Pass      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- 020/020 KTS  
Visibility      - 30.0 SM  
Lowest Sky/Clouds      - 4000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
POUGHKEEPSIE, NY  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data  
STORMVILLE

Runway Ident      - 60  
Runway Lth/Wid      - 3320/ 50  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND, ME LAND

Age - 72  
Biennial Flight Review  
Current      - YES  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total      - 450  
Make/Model- UNK/NR  
Instrument- 0  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT, DURING THE SECOND TOUCH AND GO LANDING, AT ABOUT 30 FEET FROM TOUCHDOWN, A WIND GUST LIFTED AND VEERED THE AIRCRAFT LEFT OF THE RUNWAY CENTERLINE. THE PILOT ATTEMPTED TO GO AROUND APPLIED FULL POWER; HOWEVER, THE LEFT WING COLLIDED WITH A TREE AND THE AIRCRAFT FELL TO THE GROUND IN A NOSE DOWN ATTITUDE. WITNESSES AT THE AIRPORT DESCRIBED THE ACCIDENT IN A SIMILAR WAY; HOWEVER POWER WAS ADDED AFTER THE AIRCRAFT CONTACTED THE TREE.

Brief of Accident (Continued)

File No. - 2060

8/01/85

STORMVILLE, NY

A/C Reg. No. N52503

Time (Lcl) - 1630 EDT

Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - GUSTS
2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
3. GO-AROUND - INITIATED - PILOT IN COMMAND

Occurrence #2        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH - GO-AROUND (VFR)

Finding(s)

4. OBJECT - TREE(S)
5. COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND
6. CLEARANCE - INADEQUATE - PILOT IN COMMAND

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - GROUND
8. DESCENT - UNCONTROLLED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5,8

Factor(s) relating to this accident is/are finding(s) 3,4,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2006      9/15/85      CHENANGO BRIDGE, NY      A/C Reg. No. N41440      Time (Lcl) - 1430 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	0	1	0	0
Accident Occurred During	-DESCENT	NONE	Pass	0	1	0

-----Aircraft Information-----

Make/Model	- PIPER J-3	Eng Make/Model	- TELEDYNE A-75	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1220	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 75 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 280/013 KTS</p> <p>Visibility - 45.0 SM</p> <p>Lowest Sky/Clouds - 5000 FT SCATTERED</p> <p>Lowest Ceiling - 25000 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 CHENANGO BRIDGE, NY</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data CHENANGO BRIDGE</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 302
SE LAND	Months Since - 4	Make/Model- 32
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PAX AFTER TAKEOFF THE AIRCRAFT CLIMBED TO ABOUT 300 FEET. THE PILOT THEN MADE A RIGHT TURN. DURING THE TURN THE PILOT YELLED OUT "WE'RE LOSING IT, WE'RE LOSING IT. " AFTERWARDS THE AIRCRAFT DESCENDED AND IMPACTED THE GROUND. THE PAX DOES NOT RECALL A DECREASE IN ENGINE POWER. THE PILOT DOES NOT HAVE RECOLLECTION OF THE OCCURRENCE. EXAMINATION OF THE AIRCRAFT DID NOT DISCLOSE EVIDENCE OF MALFUNCTION. THE CARB HT WAS FOUND IN THE ON POSITION.



Brief of Accident (Continued)

File No. - 2006

9/15/85

CHENANGO BRIDGE,NY

A/C Reg. No. N41440

Time (Lcl) - 1430 EDT

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
  3. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND
  4.        IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2009      9/25/85      HAMBURG, NY      A/C Reg. No. N2640R      Time (Lcl) - 1820 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

	Fatal	Serious	Minor	None
Injuries	0	0	1	0
	0	0	1	1

-----Aircraft Information-----

Make/Model - GRUMMAN AMERICAN AVN. CO AA-1B Eng Make/Model - LYCOMING O235-C2C  
Landing Gear - TRICYCLE-FIXED Number Engines - 1  
Max Gross Wt - 1560 Engine Type - RECIPROCATING-CARBURETOR  
No. of Seats - 2 Rated Power - 108 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 060/004 KTS

Visibility - 40.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
ORCHARD PARK, NY

Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 39

Biennial Flight Review

Current - YES

Months Since - 14

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 458

Make/Model- 400

Instrument- 0

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE STARTED A MANEUVER AT 2700 FT. THE MANEUVER WAS A DIVE AFTER REDUCING PWR FOLLOWED BY A CLIMB WITH A LEFT TURN AT THE TOP FOLLOWED BY A DESCENDING LEFT TURN. THE TURN "AT THE TOP" WAS UNCOORDINATED AND G FORCES OCCURRED. THROTTLE ADVANCEMENT AFTER THE MANEUVER PRODUCED NO ENG RESPONSE. A FIELD WAS SELECTED FOR A FORCED LNDG WHILE APPLYING CARBURETOR HEAT, AUX FUEL PUMP, RICH MIXTURE AND SWITCHING FUEL TANKS. THE PLT SAID 7 GALS OF FUEL REMAINED ABOARD. PWR IMPROVED AS THE ACFT NEARED THE GROUND. THE PLT ELECTED TO CONTINUE THE LNDG EVEN THOUGH THE FIELD WAS HEAVILY FURROWED. THE ACFT NOSED OVER AFTER LANDING. POST ACC INVEST REVEALED NO EVIDENCE OF MALFUNCTION. WEATHER CONDITIONS WERE FAVORABLE TO CARBURETOR/INDUCTION ICING.

Brief of Accident (Continued)

File No. - 2009

9/25/85

HAMBURG, NY

A/C Reg. No. N2640R

Time (Lc1) - 1820 EST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      MANEUVERING

Finding(s)

1. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2042      9/28/85      MARATHON,NY      A/C Reg. No. N5709C      Time (Lcl) - 1030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries  
Fatal      Serious      Minor      None

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire      Crew      Fatal      Serious      Minor      None  
NONE      Pass      0      0      0      1  
0      0      0      0

-----Aircraft Information-----

Make/Model      - CESSNA C-170A  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 2200  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL O-145  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 145 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 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  
FULTON,NY  
Destination  
MARATHON,NY

Airport Proximity  
ON AIRPORT

Airport Data

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - GO AROUND

Runway Ident      - 18  
Runway Lth/Wid      - 1600  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 41  
Biennial Flight Review  
Current      - YES  
Months Since      - 11  
Aircraft Type      - C-170

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total      - 454      Last 24 Hrs - 1  
Make/Model- 169      Last 30 Days- UNK/NR  
Instrument- 15      Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN APPROACH TO LAND ON A 1600 FT PRIVATE GRASS AIRSTRIP THE PLT NOTICED THE ACFT WAS TOO HIGH. THE LANDING ATTEMPT WAS CONTINUED UNTIL THE PLT THOUGHT THERE WOULD NOT BE SUFFICIENT RUNWAY TO STOP THE ACFT. A GO AROUND WAS INITIATED AND THE TAIL WHEEL STRUCK THE GROUND CAUSING THE LOSS OF CONTROL. THE ACFT CAME TO REST IN A FIELD BEYOND THE RUNWAY WITH WINGTIP, LANDING GEAR AND PROPELLER DAMAGE.

Brief of Accident (Continued)

File No. - 2042

9/28/85

MARATHON,NY

A/C Reg. No. N5709C

Time (Lc1) - 1030 EDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    APPROACH - GO-AROUND (VFR)

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
  2. GO-AROUND - DELAYED - PILOT IN COMMAND
  3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
  4. TERRAIN CONDITION - DITCH
- 

Occurrence #2        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

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) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2007      10/11/85      ALBANY, NY      A/C Reg. No. N336PL      Time (Lcl) - 1043 EDT

-----Basic Information-----

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-MALL AIRWAYS	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	2
				0	0	0	8

-----Aircraft Information-----

Make/Model	- BEECH BE-99	Eng Make/Model	- P & W PT6A-200	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 10400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 17	Rated Power	- 550 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRPORT	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 340/010 KTS	ALBANY CO	
Visibility	- 45.0 SM	Runway Ident	- 10
Lowest Sky/Clouds	- CLEAR	Runway Lth/Wid	- 6000/ 150
Lowest Ceiling	-	Runway Surface	- ASPHALT
Obstructions to Vision	- NONE	Runway Status	- DRY
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - UNK/NR	Total - 1580	Last 24 Hrs - 6
SE LAND, ME LAND	Months Since - 0	Make/Model - 1100	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 347	Last 90 Days - 250
		Multi-Eng - 950	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A BEECH BE-99 N336PL EXPERIENCED A LANDING GEAR COLLAPSE WHILE LANDING ON RUNWAY 01 AT ALBANY COUNTY AIRPORT AND WAS SUBSTANTIALLY DAMAGED. ON INITIAL APPROACH TO THE AIRPORT THE GEAR SELECTOR WAS PUT IN THE DOWN POSITION, ONLY TWO GREEN GEAR LIGHTS WERE ILLUMINATED. A FLY BX THE TOWER VERIFIED THAT THE NOSE WHEEL WAS NOT FULLY EXTENDED. THE FLIGHT CIRCLE D ABOUT FIVE MILES SOUTHWEST OF THE AIRPORT BURNING OFF FUEL. ON THE FINAL APPROACH THE PILOT INSTRUCTED THE PASSENGERS TO GET INTO A CRASH POSITION. AS THE MAIN GEAR TOUCHED DOWN THE AIRSPEED SLOWED THEN THE NOSE GEAR TOUCHED DOWN.

Brief of Accident (Continued)

File No. - 2007

10/11/85

ALBANY, NY

A/C Reg. No. N336PL

Time (Lc1) - 1043 EDT

-----  
Occurrence \ DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation APPROACH

Finding(s)

1. LANDING GEAR, GEAR LOCKING MECHANISM - INOPERATIVE
2. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - NOT ENGAGED

-----  
----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. - 2069      5/05/85      HAMILTON, OH      A/C Reg. No. N59221      Time (Lc1) - 1540 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	1

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - STEARMAN PT 17  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2750  
No. of Seats - 2

Eng Make/Model - P&W R-985 SERIES  
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- 200/015 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 4000 FT SCATTERED  
Lowest Ceiling - 25000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
HAMILTON, OH  
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

HAMILTON  
Runway Ident - 29  
Runway Lth/Wid - 5480/ 80  
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 - 9  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 228	Last 24 Hrs	- 2
Make/Model-	40	Last 30 Days-	UNK/NR
Instrument-	5	Last 90 Days-	6

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS TAKING OFF IN A 90 DEGREE CROSS WIND OF 15 KTS GUSTS 23 KTS IMMEDIATELY AFTER LIFTOFF A GUST OF WIND RESULTED IN PILOT LOSS OF DIRECTIONAL CONTROL THE ACFT VEERED OFF OF THE RUNWAY STRUCK A DITCH AND NOSED OVER INVERTED.



Brief of Accident (Continued)

File No. - 2069

5/05/85

HAMILTON, OH

A/C Reg. No. N59221

Time (Lcl) - 1540 EDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. COMPENSATION FOR WIND CONDITIONS - NOT ATTAINED - PILOT IN COMMAND
4. WEATHER CONDITION - CROSSWIND
5. WEATHER CONDITION - GUSTS
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - DITCH

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,6

Factor(s) relating to this accident is/are finding(s) 4,5,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2074      6/13/85      JEFFERSONVILLE, OH      A/C Reg. No. N23004      Time (Lcl) - 1532 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -APPROACH

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

1

0

Injuries

Serious

0

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model      - LUSCOMBE 8A  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1200  
No. of Seats      - 2

Eng Make/Model      - CONTINENTAL A-C65A  
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- 260/015 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - 5000 FT SCATTERED  
Lowest Ceiling      - 25000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
WAYNESVILLE, OH  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

PRIVATE  
Runway Ident      - 80  
Runway Lth/Wid      - N/A  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
STUDENT

Age - 66  
Biennial Flight Review  
Current      - N/A  
Months Since      - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total      - 390      Last 24 Hrs - UNK/NR  
Make/Model- 390      Last 30 Days- UNK/NR  
Instrument- 0      Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE HAD CIRCLED THE NORTH-SOUTH GRASS RUNWAY TWICE BEFORE ATTEMPTING A SOUTH LANDING WITH AN ESTIMATED 20 TO 30 MPH CROSSWIND FROM THE WEST. THE AIRPLANE STALLED AND MADE A 360 DEGREE ROLL. THE PILOT WAS UNABLE TO RECOVER AND THE AIRCRAFT STRUCK THE GROUND IN AN ALMOST LEVEL ATTITUDE WITH LITTLE FORWARD MOVEMENT. A WITNESS STATED THAT THE PILOT HAD OVERSHOT THE CENTERLINE OF THE RUNWAY AND HAD STEEPENED HIS TURN TRYING TO RETURN TO CENTERLINE WHEN CONTROL WAS LOST. THE PILOT HAD 390 HOURS TOTAL TIME OF WHICH ONLY TWENTY HOURS WERE DUAL INSTRUCTION.

Brief of Accident (Continued)

File No. - 2074

6/13/85

JEFFERSONVILLE, OH

A/C Reg. No. N23004

Time (Lcl) - 1532 EDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
  2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, UNDER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  4. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
  5. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - PILOT IN COMMAND
  6. IFR PROCEDURE - POOR - PILOT IN COMMAND
  7. STALL/SPIN - PERFORMED - PILOT IN COMMAND
- 

Occurrence #2        ALTITUDE DEVIATION, UNCONTROLLED  
Phase of Operation    APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

8. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

9. 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) 7

Factor(s) relating to this accident is/are finding(s) 1,2,4,6,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2180

6/14/85

RAVENNA, OH

A/C Reg. No. N7357L

Time (Lc1) - 1930 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
Pass	0	1	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - DESCENT

Fire  
NONE

-----Aircraft Information-----

Make/Model - GRUMMAN AMERICAN AA-1B  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1560  
No. of Seats - 2

Eng Make/Model - LYCOMING O-320E2A  
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- 280/006 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 8500 FT SCATTERED

Lowest Ceiling - 22000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

RAVENNA, OH

Destination

WILLOUGHBY, OH

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 - 55

Biennial Flight Review

Current - YES

Months Since - 14

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2300

Make/Model- 102

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

AFTER INITIAL TAKE-OFF AND CLIMBING TO 100 FT AGL THE PILOT EXPERIENCED ENGINE STOPPAGE. WHILE MANEUVERING TO LAND IN A FIELD HE STRUCK A TREE LINE. NO ENGINE MALFUNCTION FOUND DURING EXAMINATION. ACFT OPERATING ON AUTOMOTIVE STC.

Brief of Accident (Continued)

File No. - 2180

6/14/85

RAVENNA, OH

A/C Reg. No. N7357L

Time (Lc1) - 1930 EDT

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, CARBURETOR - PRESSURE TOO LOW
2. FUEL SYSTEM, CARBURETOR - STARVATION

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - EMERGENCY

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

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2068

7/27/85

DELAWARE, OH

A/C Reg. No. N110CF

Time (Lc1) - 1915 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	3

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire NONE  
Crew Pass

-----Aircraft Information-----

Make/Model - PIPER PA-32-300  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 3400  
No. of Seats - 7

Eng Make/Model - LYCOMING TIO-540-K1A5  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 300 HP

ELT Installed/Activated - YES-UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 007/005 KTS  
Visibility - 14.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
FLINT, MI  
Destination  
COLUMBUS, OH

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - TRAFFIC ADVISORY  
Type Apch/Lndg - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - GRASS/TURF  
Runway Status - ROUGH

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND, ME LAND

Age - 42

Biennial Flight Review

Current - YES  
Months Since - 1  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	1026	Last 24 Hrs	-	1
Make/Model-	752	Last 30 Days-	UNK/NR		
Instrument-	215	Last 90 Days-	8		
Multi-Eng	-	21			

Instrument Rating(s) - NONE

-----Narrative-----

TOTAL LOSS OF ENGINE POWER OCCURRED IN THE DESCENT. THE FLIGHT WAS VECTORED TOWARD THE NEAREST AIRPORT BUT WAS UNABLE TO REACH THE RUNWAY. THE AIRCRAFT WAS LANDED IN A ROUGH FIELD. THE LEFT MAGNETO WAS FOUND SEIZED DURING ENGINE EXAMINATION.

Brief of Accident (Continued)

File No. - 2068

7/27/85

DELAWARE, OH

A/C Reg. No. N110CF

Time (Lcl) - 1915 EDT

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      DESCENT - NORMAL

Finding(s)

1. IGNITION SYSTEM, MAGNETO - FAILURE, TOTAL
2. MAINTENANCE, COMPLIANCE WITH AD - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

3. OBJECT - WIRE, TRANSMISSION

Occurrence #4      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2087

9/06/85

RAVENNA, OH

A/C Reg. No. N55024

Time (Lcl) - 1422 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - PIPER PA28R-200  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2650  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 250/007 KTS  
Visibility - 6.0 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - 1900 FT BROKEN  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
VALPARAISO, IN  
Destination  
MARLBORO, MA

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 - 50

Biennial Flight Review

Current - YES  
Months Since - 5  
Aircraft Type - 28-151

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 100	Last 24 Hrs	- UNK/NR
Make/Model-	32	Last 30 Days-	4
Instrument-	1	Last 90 Days-	13

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PILOT CONTINUED VMC INTO IMC. THE PILOT CONTRACTED YOUNGSTOWN ATCT FOR ASSISTANCE. WITHIN A FEW MINUTES RADAR CONTACT WAS LOST. PRIOR TO GROUND IMPACT PORTIONS OF THE AIRCRAFT SEPARATED. THERE WAS NO RECORD OF A WX BRIEFING BEING OBTAINED BY THE PILOT.



Brief of Accident (Continued)

File No. - 2087

9/06/85

RAVENNA, OH

A/C Reg. No. N55024

Time (Lcl) - 1422 EDT

Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3.     IMPROPER DECISION, MOTIVATION - PILOT IN COMMAND
4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
5.     IMPROPER DECISION, TOTAL - PILOT IN COMMAND

Occurrence #2        ABRUPT MANEUVER  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

6. WEATHER CONDITION - LOW CEILING
7.     PULL-UP - EXCESSIVE - PILOT IN COMMAND

Occurrence #3        AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

8. WING - FAILURE, TOTAL
9.     DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

Occurrence #4        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,7,9

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2075      9/21/85      FREEMONT, OH      A/C Reg. No. N9391H      Time (Lcl) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-DESCENT		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 172 M	Eng Make/Model	- LYCOMING O320-E2D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 240/005 KTS</p> <p>Visibility - 4.000 SM</p> <p>Lowest Sky/Clouds - 5000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data FREMONT</p> <p>Runway Ident - 09</p> <p>Runway Lth/Wid - 4030/ 40</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 300
SE LAND	Months Since - 3	Make/Model- 130
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT JUST AFTER LIFTOFF A GUST OF WIND PUSHED HIM BACK DOWN ALMOST ON THE RUNWAY. HE COULD NOT ACCELERATE BUT DID KEEP THE AIRCRAFT STRAIGHT AND LEVEL AS HE DRIFTED OFF THE RUNWAY THROUGH A FENCE AND INTO SOME TREES AT A LOW AIRSPEED. WHEN ASKED HOW THIS ACCIDENT MAY HAVE BEEN PREVENTED, HE STATED THAT HE NEEDED MORE DUAL INSTRUCTION.

Brief of Accident (Continued)

File No. - 2075

9/21/85

FREEMONT, OH

A/C Reg. No. N9391H

Time (Lc1) - 1500 EDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

7. OBJECT - FENCE
8. OBJECT - TREE(S)

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5,6,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2098      10/01/85      RAVENNA, OH      A/C Reg. No. N5331P      Time (Lcl) - 1445 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	Airport Data
Method - N/A	Destination SAME AS ACC/INC	PORTAGE COUNTY
Completeness - N/A	ATC/Airspace	Runway Ident - 27
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 75
Wind Dir/Speed- 270/008 KTS	Type of Clearance - NONE	Runway Surface - ASPHALT
Visibility - 7.0 SM	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Lowest Sky/Clouds - UNK/NR		
Lowest Ceiling - 2500 FT OVERCAST		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAWN		

-----Personnel Information-----

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 11
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 11
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE INITIAL SOLO STUFENT PILOT, HE LANDED UNEVENTFULLY, APPLIED TAKEOFF POWER AND REACHED DOWN TO RETRACT THE FLAPS. AS THE AIRCRAFT BEGAN TO ACCELERATE IT BEGAN TO DRIFT TO THE LEFT. THE STUDENT PILOT APPLIED RIGHT RUDDER BUT THE AIRCRAFT CONTINUED TO VEER LEFT OFF THE RUNWAY. THE PILOT CUT THE POWER BUT WAS UNABLE TO STOP BEFORE HITTING A DITCH. THE AIRCRAFT TIPPED OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 2098

10/01/85

RAVENNA, OH

A/C Reg. No. N5331P

Time (Lc1) - 1445 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. IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND
3. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, QUALIFICATION - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRAINING - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE INITIAL TRAINING - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

7. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2190      2/12/85      HEALDTON, OK      A/C Reg. No. N1162N      Time (Lc1) - 0949 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -CRUISE

Aircraft Damage

DESTROYED  
Fire  
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0
Other	2	0	0	0

-----Aircraft Information-----

Make/Model - MOONEY M20J  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2740  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A3B6D  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 210/002 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  
FORT WORTH, TX  
Destination  
OKLAHOMA CITY, OK

Airport Proximity  
UNK/NR

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND, ME LAND

Age - 49

Biennial Flight Review

Current - YES  
Months Since - 10  
Aircraft Type - M20J

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 724	Last 24 Hrs	- UNK/NR
Make/Model-	258	Last 30 Days-	7
Instrument-	88	Last 90 Days-	25
Multi-Eng -	72		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED AT 4,500 FT MSL WITHIN APRX 15 DEGREES OF HEAD-ON. VMC WITH 30 MI VISIBILITY EXISTED WITH PLT REPORTED WINDS ALOFT AS BEING LIGHT FROM THE WEST. EN ROUTE RECORDED DATA INDICATED THAT N39516 WAS ON A TRUE COURSE OF 180 DEG AND N1162N WAS ON A TRUE COUSE OF 346 DEG. MAGNETIC VARIATION WAS APRX 7 DEG & 25 MIN EAST GIVING AN APRX MAGNETIC COURSE FOR N39516 OF 173 DEG AND 339 DEG FOR N1162N. ACCORDING TO FAR 91.109 N39516 SHOULD HAVE BEEN MAINTAINING AN ODD THOUSAND FT MSL ALT PLUS 500 FT. THE STABILATOR OF N39516 WAS SEPARATED FROM THE VERTICAL FIN CAUSING THE UNCONTROLLED DESCENT. THE LEFT HORIZONTAL STABILATOR OF N39516 VIOLATED THE CABIN OF N1162N FATALLY INJURING THE SOLO PLT. N39516 WAS CONSUMED BU POST-CRASH FIRE.

Brief of Accident (Continued)

File No. - 2190

2/12/85

HEALDTON,OK

A/C Reg. No. N1162N

Time (Lc1) - 0949 CST

-----  
Occurrence #1        MIDAIR COLLISION  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
  2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
  3. PROPER ALTITUDE - NOT SELECTED - PILOT OF OTHER AIRCRAFT
- 

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    CRUISE - NORMAL

-----

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - GROUND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2190      2/12/85      HEALDTON,OK      A/C Reg. No. N39516      Time (Lcl) - 0949 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -CRUISE

Aircraft Damage  
DESTROYED

Fire  
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0
Other	1	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-32RT-300  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3600  
No. of Seats - 2

Eng Make/Model - LYCOMING IO-540-K1G5D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 300 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 210/002 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  
NORMAN,OK  
Destination  
DECATUR,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 - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND,ME LAND

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 718

Make/Model- UNK/NR

Instrument- 40

Multi-Eng - 33

Last 24 Hrs - 1

Last 30 Days- 38

Last 90 Days- 82

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED AT 4,500 FT MSL WITHIN APRX 15 DEGREES OF HEAD-ON. VMC WITH 30 MI VISIBILITY EXISTED WITH PLT REPORTED WINDS ALOFT AS BEING LIGHT FROM THE WEST. EN ROUTE RECORDED DATA INDICATED THAT N39516 WAS ON A TRUE COURSE OF 180 DEG AND N1162N WAS ON A TRUE COURSE OF 346 DEG. MAGNETIC VARIATION WAS APRX 7 DEG & 25 MIN EAST GIVING AN APRX MAGNETIC COURSE FOR N39516 OF 173 DEG AND 339 DEG FOR N1162N. ACCORDING TO FAR 91.109 N39516 SHOULD HAVE BEEN MAINTAINING AN ODD THOUSAND FT MSL ALT PLUS 500 FT. THE STABILATOR OF N39516 WAS SEPARATED FROM THE VERTICAL FIN CAUSING THE UNCONTROLLED DESCENT. THE LEFT HORIZONTAL STABILATOR OF N39516 VIOLATED THE CABIN OF N1162N FATALLY INJURING THE SOLO PLT. N39516 WAS CONSUMED BU POST-CRASH FIRE.



Brief of Accident (Continued)

File No. - 2190

2/12/85

HEALDTON, OK

A/C Reg. No. N39516

Time (Lc1) - 0949 CST

Occurrence #1      MIDAIR COLLISION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. PROPER ALTITUDE - NOT SELECTED - PILOT IN COMMAND
2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
3. VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      CRUISE - NORMAL

Finding(s)

4. FLIGHT CONTROL, STABILATOR - SEPARATION

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - GROUND

Occurrence #4      FIRE  
Phase of Operation      OTHER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2126      4/01/85      NORMAN,OK      A/C Reg. No. N5338      Time (Lcl) - 0930 CST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage					
	DESTROYED					
Type of Operation	-AERIAL APPLICATION	Fire	Crew	Fatal	Injuries	
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	Serious	Minor
Accident Occurred During	-DESCENT			0	0	0
				0	0	0

-----Aircraft Information-----

Make/Model	- GRUMMAN AG CAT G-164	Eng Make/Model	- P&W R-985-AN1	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 4500	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 1	Rated Power	- 450 HP			

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	OFF AIRPORT/STRIP	
Method	- N/A		
Completeness	- N/A	Airport Data	
Basic Weather	- VMC	Runway Ident	- N/A
Wind Dir/Speed	- 310/011 KTS	Runway Lth/Wid	- N/A
Visibility	- 20.0 SM	Runway Surface	- N/A
Lowest Sky/Clouds	- CLEAR	Runway Status	- N/A
Lowest Ceiling	- 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 - 8000	Last 24 Hrs - UNK/NR
SE LAND,SE SEA	Months Since - 14	Make/Model- 4000	Last 30 Days- 30
	Aircraft Type - G-164A	Instrument- 0	Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A HIGH STATIC WIRE ON AN ELECTRIC TRANSMISSION LINE BEFORE COLLIDING OUT OF CONTROL WITH THE GROUND. THE PLT STATED AFTER THE ACCIDENT THAT HE FORGOT ABOUT THE STATIC LINE AND FLEW INTO IT DURING A MANEUVER FOR AERIAL SPRAYING.

Brief of Accident (Continued)

File No. - 2126

4/01/85

NORMAN,OK

A/C Reg. No. N5338

Time (Lc1) - 0930 CST

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation       MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - WIRE,STATIC
  2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  3.        IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation       DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2138      5/11/85      CHATTANOOGA,OK      A/C Reg. No. N5285X      Time (Lcl) - 1515 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -GLIDER TOW	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CHAMPION 7KCAB	Eng Make/Model - LYCOMING IO-320-E2A	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1650	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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SKY HARBOR
Wind Dir/Speed- 230/014 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - YES	Total - 6182
SE LAND,ME LAND,SE SEA	Months Since - 16	Make/Model- 77
	Aircraft Type - UNK/NR	Instrument- 396
		Multi-Eng - 1734
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 95
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS TOW LAUNCHING A GLIDER. WHEN ABOUT 200 FEET ABOVE GROUND LEVEL AND FOR UNKNOWN REASONS THE GLIDER SUDDENLY GAINED UNWANTED ALTITUDE AND CLIMBED ABOVE THE TOW PLANE. THIS PITCHED THE NOSE OF THE TOW PLANE DOWNWARD BEFORE THE TOW LINE COULD BE RELEASED. RELEASE WAS ACCOMPLISHED BY BOTH PILOTS, HOWEVER, THE TOW PLANE WAS UNABLE TO RECOVER AND GROUND IMPACT OCCURRED AT ABOUT A 45 DEGREE NOSE DOWN ALTITUDE WITH THE LEFT WING LOW. THE GLIDER PILOT CIRCLED BACK TO THE RUNWAY AND MADE A SUCCESSFUL LANDING.

Brief of Accident (Continued)

File No. - 2138

5/11/85

CHATTANOOGA,OK

A/C Reg. No. N5285X

Time (Lcl) - 1515 CDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. GLIDER LAUNCH/TOW EQUIPMENT - ERRATIC
  2. MANEUVER - EXCESSIVE - PILOT OF OTHER AIRCRAFT
  3. DESCENT - INADVERTENT - PILOT IN COMMAND
  4. DESCENT - NOT ATTAINED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2132

8/31/85

DRUMRIGHT, OK

A/C Reg. No. N1257Y

Time (Lc1) - 2000 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Aircraft Damage  
DESTROYED

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
0  
0

Minor  
1  
1

None  
0  
0

-----Aircraft Information-----

Make/Model - CESSNA 150B  
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 - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 7.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

PVT. STRIP-SNELL FARM  
Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - DIRT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 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 - 121  
Make/Model- 107  
Instrument- 1  
Last 24 Hrs - 3  
Last 30 Days- UNK/NR  
Last 90 Days- 42

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT'S LANDING APPROACH WAS LONG AND FAST. THE AIRCRAFT TOUCHED DOWN BUT THE PILOT DECIDED HE WOULD BE UNABLE TO STOP ON THE REMAINING RUNWAY AND INITIATED A GO-AROUND. HE THEN REALIZED HE WOULD NOT BE ABLE TO CLEAR TREES BEYOND THE END OF THE RUNWAY. HE MADE A RIGHT TURN TO REMAIN OVER A CLEARED PASTURE. AT ABOUT 20 FEET ABOVE GROUND LEVEL THE RIGHT WING TIP CONTACTED A SMALL PECAN TREE AND THE AIRCRAFT DESCENDED, UNCONTROLLED, TO THE GROUND.

Brief of Accident (Continued)

File No. - 2132

8/31/85

DRUMRIGHT,OK

A/C Reg. No. N1257Y

Time (Lc1) - 2000 CDT

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

1. OBJECT - TREE(S)
  2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
  4. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
  5. GO-AROUND - DELAYED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

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. - 2142      10/25/85      KREMLIN,OK      A/C Reg. No. N6069E      Time (Lcl) - 1000 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire - NONE	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91		Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					None
					1
					0

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-H2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	ENID/WOODRING,OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ZALOUDEK
Wind Dir/Speed- 120/003 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4600/ 40
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 8000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - HIGH VEGETATION
Obstructions to Vision- HAZE	FULL STOP	DRY
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 74	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 476
SE LAND	Months Since - 22	Make/Model- 19
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 1
		Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LANDED IN A WHEAT FIELD ADJACENT TO THE SOD RWY. THE ACFT NOSED OVER IN A SMALL DITCH DURING ROLLOUT. THE PLT SAID HE MISTOOK THE GREEN WINTER WHEAT FOR THE SOD RWY WHICH WAS NOW BROWN DORMANT GRASS FROM A FROST AND NOT GREEN AS IT WAS WHEN THE PLT SAW IT LAST SUMMER.



Brief of Accident (Continued)

File No. - 2142

10/25/85

KREMLIN,OK

A/C Reg. No. N6069E

Time (Lc1) - 1000 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PLANNED APPROACH - INACCURATE - PILOT IN COMMAND
2. PROPER ALIGNMENT - NOT IDENTIFIED - PILOT IN COMMAND
3. UNSUITABLE TERRAIN - MISREAD - PILOT IN COMMAND
4. TERRAIN CONDITION - CROP

Occurrence #2 NOSE OVER  
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2047      11/12/85      IMNAHA,OR      A/C Reg. No. N3534M      Time (Lcl) - 1500 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model      - PIPER PA-12  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1750  
No. of Seats      - 3

Eng Make/Model      - LYCOMING O-320-C  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 100 HP

ELT Installed/Activated      - YES/YES  
Stall Warning System      - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - UNK/NR  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed      - CALM  
Visibility      - 10.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision      - NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
VANCOUVER,WA  
Destination  
IMNAHA,OR

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      - SNOW - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND

Age      - 50

Biennial Flight Review

Current      - YES  
Months Since      - 5  
Aircraft Type      - UNK/NR

Medical Certificate      - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 4561	Last 24 Hrs	- 5
Make/Model	- 217	Last 30 Days	- UNK/NR
Instrument	- 745	Last 90 Days	- 24
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

PRIOR TO TAKEOFF THE PILOT TAXIED THROUGH A LOT OF SLUSH. A NOSE OVER OCCURRED WHILE ATTEMPTING TO LAND ON A SNOW COVERED CLEARING. THE NOSE OVER PROBABLY OCCURRED DUE TO VERY DEEP SNOW ON THE LANDING AREA AND FROZEN BRAKES.

Brief of Accident (Continued)

File No. - 2047

11/12/85

IMNAHA,OR

A/C Reg. No. N3534M

Time (Lcl) - 1500 PST

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
  2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
- 

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2073      12/05/85      PENDLETON,OR      A/C Reg. No. N2711U      Time (Lcl) - 1920 PST

---Basic Information---

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-WALLACE FLOOR COVERING, I	DESTROYED					
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	1	0	0
Accident Occurred During	-LANDING			0	1	0	1

----Aircraft Information----

Make/Model	- CESSNA 335	Eng Make/Model	- CONTINENTAL TSIO-520-E2B	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5990	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 3	Rated Power	- 300 HP		

----Environment/Operations Information----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	PENDLETON,OR	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	HERMISTON,OR	
Wind Dir/Speed- 150/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 4500 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

----Personnel Information----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3799
SE LAND, ME LAND	Months Since - 12	Last 24 Hrs - 4
	Aircraft Type - PA34	Make/Model - 255
		Instrument - 781
		Multi-Eng - 1120
		Last 30 Days - UNK/NR
		Last 90 Days - 173

Instrument Rating(s) - AIRPLANE

---Narrative---

AT 500 FT AGL ON DEPARTURE CLIMB, WITH LNDG GEAR UNRETRACTED, PLT FELT VIBRATIONS SIMILAR TO ROUGH-RUNNING ENGINE BUT NOTED NO INSTRUMENT INDICATIONS, THROTTLED BACK AND LEVELED OFF. WHILE TROUBLE-SHOOTING PROBLEM, PLT NOTED ACFT WAS DESCENDING AT 1200 FPM, ADDED PWR BUT VIBRATION INCREASED SO PLT REDUCED PWR, CONCENTRATED ON MAINTAINING "BLUE-LINE" SPD (105 KNOTS), AND ALLOWED ADFT TO CONTRACT LEVEL SNOW-COVERED TERRAIN IN LEVEL ATTITUDE, GEAR DOWN, FLAPS UP, AT SPEED IN EXCESS OF 105 KNOTS. TEAR-DOWN OF ENGINES AND PROPS REVEALED NO PRE-IMPACT MECHANICAL FAILURE OR MALFUNCTION. BOTH FUEL SELECTORS WERE FOUND TO CONTAIN WATER. ACFT HAD HISTORY OF WATER IN FUEL SYSTEM. FUEL FILLER GAP INNER "O" RINGS FOUND TO BE EXCESSIVELY WORN AND NO LONGER SEALING

Brief of Accident (Continued)

File No. - 2073

12/05/85

PENDLETON,OR

A/C Reg. No. N2711U

Time (Lc1) - 1920 PST

Occurrence #1      LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM,CAP - LEAK
2. FUEL SYSTEM - WATER

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

Finding(s)

3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. THROTTLE/POWER CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GEAR RETRACTION - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING

Finding(s)

6. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
7. GEAR RETRACTION - NOT PERFORMED - PILOT IN COMMAND
8. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
9. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
10. FLARE - NOT PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,6

ctor(s) relating to this accident is/are finding(s) 4,5,7,8,9,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2150      7/06/85      PITTSBURGH,PA      A/C Reg. No. N83CJ      Time (Lcl) - 0120 EDT

-----Basic Information-----

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-CORPORATE JET, INC.	DESTROYED						
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	2	0
Accident Occurred During	-LANDING							

-----Aircraft Information-----

Make/Model	- MESSERSCHMITT-BOELKOW GMBH-105C	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 4629	Engine Type	- TURBOSHAFT		
No. of Seats	- 6	Rated Power	- 3175 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	MERCY HOSP., PA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed - 210/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 8.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling -	Type Apch/Lndg - SDF	
Obstructions to Vision - HAZE	STRAIGHT-IN	
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----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 - NO	Total - 3220
	Months Since - 1	Last 24 Hrs - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Make/Model - 5
		Instrument - 325
		Last 30 Days - UNK/NR
		Last 90 Days - 45
		Rotorcraft - 3100

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE AIR AMBULANCE HELICOPTER LANDED HARD AND ROLLED OVER AFTER COLLIDING WITH A FENCE. THE HELICOPTER HAD TAKEN OFF TO A HOVER POSITION AND WAS MAKING A PEDAL TURN IN PREPARATION FOR A CLIMB. COLLECTIVE WAS INCREASED BUT RPM DECREASED AND THE ACFT BEGAN TO DESCEND. GROUND CONTACT AND COLLISION WITH THE FENCE FOLLOWED.

Brief of Accident (Continued)

File No. - 2150

7/06/85

PITTSBURGH, PA

A/C Reg. No. N83CJ

Time (Lc1) - 0120 EDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    HOVER

Finding(s)

1. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
  2. STALL - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----

Occurrence #3        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - FENCE
- 

Occurrence #4        ROLL OVER  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2169      8/27/85      CARLISLE, PA      A/C Reg. No. N3064H      Time (Lc1) - 1840 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
DESTROYED

Fire  
ON GROUND

Crew  
Pass

Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

-----Aircraft Information-----

Make/Model      - ENGINEERING & RESEARCH 415-C  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1400  
No. of Seats      - 2

Eng Make/Model      - CONTINENTAL C85-12F  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 85 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- 290/008 KTS

Visibility      - 15.0 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

CARLIISLE, PA

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

DEITCH

Runway Ident      - 30

Runway Lth/Wid      - 1200/ 100

Runway Surface      - GRASS/TURF

Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 53

Biennial Flight Review

Current      - YES

Months Since      - 22

Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 300

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE SECOND TAKEOFF ATTEMPT FROM A PVT GRASS STRIP WITNESSES HEARD THE ENG SPUTTER THEN QUIT SOON AFTER LIFTOFF. THE ACFT THEN DESCENDED TO GROUND IMPACT AND BURNED. THE ACFT HAD NOT BEEN FLOWN ADN WAS KEPT OUT OF DOORS FOR SEVERAL MONTHS WHILE THE FABRIC WINGS WERE REFINISHED. THIS WAS THE FIRST FLT OF THE ACFT SINCE THE REFINISHING WAS COMPLETED. INSPECTION OF THE WRECKAGE DISCLOSED THE PRESENCE OF WATER AND SLUDGE THROUGHOUT THE ACFT FUEL SYSTEM.



Brief of Accident (Continued)

File No. - 2169

8/27/85

CARLISLE, PA

A/C Reg. No. N3064H

Time (Lc1) - 1840 EDT

Occurrence #1      LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM - CONTAMINATION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. PHYSICAL IMPAIRMENT(DRUGS) - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

4. TERRAIN CONDITION - GROUND
5. EMERGENCY PROCEDURE - MISJUDGED - PILOT IN COMMAND
6. PHYSICAL IMPAIRMENT(DRUGS) - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 3,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2058      9/17/85      WEST MIFFLIN, PA      A/C Reg. No. N62994      Time (Lc1) - 1536 EDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-SECURITY AIRWAYS, INC.	SUBSTANTIAL		Fatal		Minor		None
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	2	0	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	2	0	
Accident Occurred During	-DESCENT							

-----Aircraft Information-----

Make/Model	- PIPER PA-31-350	Eng Make/Model	- LYCOMING TIO-540 SER	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 7000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 8	Rated Power	- 350 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	ELMIRA, NY			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	ROSTRAVER, PA		ALLEGHENY COUNTY	
Wind Dir/Speed	- CALMABLE	ATC/Airspace		Runway Ident	- 28
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 6500/ 150
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- CONCRETE
Lowest Ceiling	- NONE	Type Apch/Lndg	- STRAIGHT-IN	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE, COMMERCIAL	Current - YES	Total - 3080	Last 24 Hrs - 1
SE LAND, ME LAND	Months Since - 19	Make/Model - 100	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 100	Last 90 Days - 20
		Multi-Eng - 200	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN AIR TAXI FLIGHT THE PILOT TRANSMITTED THAT THE AIRPLANE WAS OUT OF FUEL AND LANDING ON A GOLF COURSE. LESS THAN ONE GALLON OF FUEL WAS DRAINED FROM THE WRECKAGE. THE AIRPLANE WAS MAKING AN UNPLANNED RETURN TRIP TO PICK UP PASSENGERS AFTER A CANCELLED BUSINESS MEETING AND THERE WAS A PILOT IN COMMAND CHANGE ON THE RETURN FLIGHT. FUEL QUANTITY WAS THOUGHT TO HAVE BEEN ENOUGH.

Brief of Accident (Continued)

File No. - 2058

9/17/85

WEST MIFFLIN, PA

A/C Reg. No. N62994

Time (Lc1) - 1536 EDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2.        INADEQUATE SURVEILLANCE OF OPERATION, INADEQUATE PROCEDURE - COMPANY/OPERATOR MGMT
  3. FLUID, FUEL - EXHAUSTION
  4.        FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
  5. FUEL CONSUMPTION CALCULATIONS - POOR - PILOT IN COMMAND
  6. JUDGEMENT - POOR - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)

7. FLUID, FUEL - EXHAUSTION
  8.        IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  9. TERRAIN CONDITION - GROUND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5,6,8

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2159      9/29/85      WEXFORD, PA

A/C Reg. No. N1886D

Time (Lc1) - 1115 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
DESTROYED

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
0  
0

Minor  
0  
0

None  
1  
0

-----Aircraft Information-----

Make/Model      - BEECHCRAFT C35  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2700  
No. of Seats      - 4

Eng Make/Model - CONTINENTAL E-185-11  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 185 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- UNK/NR  
Visibility      - 20.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - UNK/NR  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
NEW CUMBERLAND, WV  
Destination  
WEXFORD, PA

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - VALLEY/TERRAIN FOLLOWING

Airport Proximity  
ON AIRSTRIP

Airport Data  
SPEC FARM

Runway Ident      - 05  
Runway Lth/Wid      - 1300/      50  
Runway Surface      - GRASS/TURF  
Runway Status      - WET

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age - 53  
Biennial Flight Review  
Current      - YES  
Months Since      - 19  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total      - 2754      Last 24 Hrs - UNK/NR  
Make/Model- 1100      Last 30 Days- UNK/NR  
Instrument- 430      Last 90 Days- 58  
Multi-Eng - 147

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AIRCRAFT WAS LANDING ON PRIVATE GRASS STRIP AND DURING LANDING ROLL STRUCK A DEER WITH THE RIGHT WING TIP. THE GRASS WAS WET AND THE PILOT LOST DIRECTIONAL CONTROL. THE AIRCRAFT IMPACTED TREES THAT BORDERED THE AIRSTRIP AND WAS DESTROYED.

Brief of Accident (Continued)

File No. - 2159

9/29/85

WEXFORD, PA

A/C Reg. No. N1886D

Time (Lc1) - 1115 EDT

-----  
Occurrence #1        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

1. OBJECT - ANIMAL(S)
- 

Occurrence #2        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

2. OBJECT - ANIMAL(S)
  3. TERRAIN CONDITION - WET
  4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #3        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

5. OBJECT - TREE(S)
  6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  7. TERRAIN CONDITION - WET
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 3,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2044 10/19/85 TOBYHANNA, PA

A/C Reg. No. N4298K

Time (Lcl) - 1947 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Aircraft Damage  
DESTROYED

Fire  
NONE

Crew  
Pass

	Fatal	Serious	Minor	None
1	0	0	0	0
1	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-236  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 3000  
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J3A5D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 236 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - PARTIAL, LMTD BY FCSTR  
Basic Weather - VMC  
Wind Dir/Speed- 350/009 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - 1100 FT BROKEN  
Obstructions to Vision- FOG  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
MOUNT POCONO, PA  
Destination  
TETERBORO, NJ

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - UNK/NR

Airport Proximity  
UNK/NR

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 23  
Biennial Flight Review  
Current - YES  
Months Since - 22  
Aircraft Type - C172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 151	Last 24 Hrs -	1
Make/Model-	6	Last 30 Days-	4
Instrument-	5	Last 90 Days-	12

Instrument Rating(s) - NONE

-----Narrative-----

AT ABOUT THE TIME N4298K WAS DEPARTING POCONO MOUNTAINS MUNICIPAL AIRPORT, RECORDED RADAR INFORMATION FROM NEW YORK ARTCC DISPLAYED AN AIRCRAFT IN THAT AREA. THE AIRCRAFT FLEW EASTWARD AND THEN NORTHWARD. THE AIRCRAFT DISAPPEARED FROM THE RADAR SCREEN ABOUT THREE MILES NORTH OF THE AIRPORT. N4298K WAS LOCATED ABOUT ONE HALF OF A MILE FROM THAT AIRCRAFT'S LAST POSITION. ACCORDING TO WEATHER OBSERVATIONS AND WITNESS IN THE AREA, THE CEILING WAS AT 1100 FEET AND VISIBILITY WAS IMPAIRED BY FOG AROUND POCONO MOUNTAINS AIRPORT AT ABOUT THE TIME N4298K DEPARTED.

Brief of Accident (Continued)

File No. - 2044

10/19/85

TOBYHANNA, PA

A/C Reg. No. N4298K

Time (Lc1) - 1947 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER EVALUATION - POOR - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation MANEUVERING

Finding(s)

3. WEATHER CONDITION - LOW CEILING
4. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
5. WEATHER CONDITION - GUSTS
6. WEATHER CONDITION - NIGHT

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. OBJECT - TREE(S)

Occurrence #4 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) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5,6,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2016      7/30/85      CAMDEN, SC      A/C Reg. No. N6707V      Time (Lcl) - 1910 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-LANDING				

Fire      Crew      0  
IN FLIGHT      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/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- VARIABLE  
Visibility - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
CAMDEN, SC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 42  
Biennial Flight Review  
Current - YES  
Months Since - 23  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 278      Last 24 Hrs - 0  
Make/Model- 168      Last 30 Days- UNK/NR  
Instrument- 62      Last 90 Days- 6  
Multi-Eng - 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE THE ACFT WAS FLYING OVER WOODED TERRAIN, THE ENG LOST POWER. THE PLT SAW A PLOWED FIELD APRX 3 MI AWAY & BEGAN AN EMERG APCH TO THE FIELD. THE ACFT STRUCK THE TOPS OF TREES ON FINAL APCH, BUT CONTINUED FLYING UNTIL THE PLT MADE A GEAR UP LANDING. AN EXAM REVEALED THAT THE EXHAUST MUFFLER HAD FAILED AT A WELD WHERE A BALL JOINT WAS CONNECTED. THIS ALLOWED HOT EXHAUST GASES TO ENTER THE ENG COMPARTMENT, BURN THE MAGNETO WIRES & RENDER THE MAGNETOS INOPERATIVE. AN AIRWORTHINESS DIRECTIVE, AD 76-23-03, WHICH REQUIRED AN INSPECTION OF THE EXHAUST SYS EACH 100 HRS, HAD BEEN COMPLIED WITH ON 10/7/83, BUT HAD NOT BEEN PERFORMED DURING THE LAST ANNUAL INSPECTION ON 12/7/84. THE ACFT HAD ACCUMULATED 68 HRS OF FLT TIME SINCE COMPLIANCE WITH AD 76-23-03.



Brief of Accident (Continued)

File No. - 2016

7/30/85

CAMDEN, SC

A/C Reg. No. N6707V

Time (Lcl) - 1910 EDT

Occurrence #1 FIRE  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. EXHAUST SYSTEM, MUFFLER - FAILURE, TOTAL
2. EXHAUST SYSTEM - LEAK
3. ELECTRICAL SYSTEM, ELECTRIC WIRING - BURNED
4. IGNITION SYSTEM, MAGNETO - INOPERATIVE

Occurrence #2 LOSS OF POWER(TOTAL) - MECH FAILURE/FAIL FUNCTION  
Phase of Operation CRUISE - NORMAL

Occurrence #3 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH

Finding(s)

5. OBJECT - TREE(S)

Occurrence #5 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
7. TERRAIN CONDITION - OPEN FIELD
8. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2013      9/06/85      COLUMBIA, SC      A/C Reg. No. N18SE      Time (Lcl) - 1345 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -EXECUTIVE/CORPORATE	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - SWEARINGEN SA-26AT	Eng Make/Model - AIREASEARCH TPE 331-1	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 10062	Engine Type - TURBOPROP	
No. of Seats - UNK/NR	Rated Power - 840 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	HAWESVILLE, KY	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	OWENS FIELD
Wind Dir/Speed- 280/011 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4600/ 75
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 22640
SE LAND, ME LAND, SE SEA	Months Since - 2	Make/Model- 5874
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 17580
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 66
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING LANDING ROLL, AFTER SLOWING THE AIRCRAFT TO APPROX 40 KTS THE AIRCRAFT SWERVED OFF OF THE RUNWAY FOLLOWING ACTIVATION OF THE NOSE WHEEL STEERING. THE PILOT RELATED THAT THE NOSE WHEEL STEERING SYSTEM MALFUNCTIONED ON TWO PREVIOUS OCCASIONS, BOTH FOLLOWING FLIGHT IN ICING CONDITIONS. POST CRASH EXAMINATION OF NOSE WHEEL STEERING FAILED TO DISCLOSE ANY PREEXISTING FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 2013

9/06/85

COLUMBIA, SC

A/C Reg. No. N18SE

Time (Lc1) - 1345 EDT

-----  
Occurrence            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - DITCH
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2041      11/03/85      GREER, SC

A/C Reg. No. N733KU

Time (Lc1) - 1723 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -APPROACH

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172N  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2150  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - IMC  
Wind Dir/Speed- 020/009 KTS  
Visibility - 375.0 SM  
Lowest Sky/Clouds - PART OBS  
Lowest Ceiling - 100 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation - RAIN  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
HEBER SPRINGS, AK  
Destination  
GREER, SC

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - ILS-COMPLETE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

GREER  
Runway Ident - 03  
Runway Lth/Wid - 7600/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 56  
Biennial Flight Review  
Current - YES  
Months Since - 2  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 955	Last 24 Hrs	- 4
Make/Model-	650	Last 30 Days-	UNK/NR
Instrument-	117	Last 90 Days-	13
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON AN ILS RWY 03 APRCH AT GREER, SC, THE PILOT DESCENDED BELOW DH AND COLLIDED WITH TREES APPROX 500 FT LEFT OF RUNWAY CENTERLINE. THE PLT RELATED THAT HE DESCENDED BELOW DH BECAUSE HE OBSERVED WHAT HE THOUGHT WERE THE APRCH LIGHTS.

Brief of Accident (Continued)

File No. - 2041

11/03/85

GREER, SC

A/C Reg. No. N733KU

Time (Lc1) - 1723 EST

-----  
Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. OBJECT - TREE(S)
2. IFR PROCEDURE - POOR - PILOT IN COMMAND
3. WEATHER CONDITION - LOW CEILING
4. DECISION HEIGHT - BELOW - 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. - 2014      12/15/85      MANNING, SC      A/C Reg. No. N19099      Time (Lcl) - 1800 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During - TAKEOFF			0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 150L	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	COKERS
Wind Dir/Speed- VARIABLE/005 KTS	ATC/Airspace	Runway Ident - 10
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 179
SE LAND	Months Since - UNK/NR	Make/Model- 179
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF GROUND RUN ON THE WET GRASS RUNWAY THE AIRCRAFT HIT A SOFT SPOT IN THE RUNWAY AND NOSED OVER TO AN INVERTED ATTITUDE. BOTH THE PRIVATE PILOT AND PASSENGER ESCAPED WITHOUT INJURY.

Brief of Accident (Continued)

File No. - 2014

12/15/85

MANNING, SC

A/C Reg. No. N19099

Time (Lcl) - 1800 EST

Occurrence #1      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - RUNWAY
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. TERRAIN CONDITION - WET
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2      NOSE OVER  
Phase of Operation      TAKEOFF - GROUND RUN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2187

5/29/85

FREEMAN,SD

A/C Reg. No. N9081T

Time (Lcl) - 1725 CDT

-----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 -DESCENT

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - TOMCAT HELICOPTERS, INC. TOMCATEng Make/Model - LYCOMING O-435-23

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 - 1

Rated Power - 240 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 315/008 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

FREEMAN,SD

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

HELICOPTER

Age - 39

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - OH-13H

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1486

Make/Model- 32

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 32

Rotorcraft - 1486

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID HE HAD COMPLETED 4 TO 5 SWATH RUNS (CROP SPRAYING MISSION). DURING A TURNING MANUEVER WITH A LEFT QUATERING TAIL WIND, FULL LEFT PEDAL,FULL PWR,THE HELICOPTER HAD A HIGH SINK RATE UNTIL GRD IMPACT.



Brief of Accident (Continued)

File No. - 2187

5/29/85

FREEMAN,SD

A/C Reg. No. N9081T

Time (Lc1) - 1725 CDT

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)

1. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
  2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
  3. DESCENT - NOT CORRECTED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
- 

-----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. - 2040

9/28/85

LEBANON, TN

A/C Reg. No. N70865

Time (Lc1) - 1130 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	2	0
Pass	0	0	0	0

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Fire  
ON GROUND

Accident Occurred During - TAKEOFF

-----Aircraft Information-----

Make/Model - CESSNA 150H

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1600

No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 100 HP

ELT Installed/Activated - YES-UNK/NR

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 110/008 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

LEBANON, TN

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN  
FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LEBANON

Runway Ident - 18

Runway Lth/Wid - 3500/ 100

Runway Surface - DIRT

Runway Status - HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

Age - 27

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - 150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1930

Make/Model- 114

Instrument- 344

Multi-Eng - 670

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 85

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED DURING A FORCED LNDG AFTER A POWER LOSS DURING TAKEOFF. ACCORDING TO REPORTS THE PLT TOOK OFF ON A CHECK RIDE WITH AN INSTRUCTOR. AT 150 FT AGL PWR DROPPED TO 2000 RPM. THE CFI TOOK OVER AND SHORTLY THEREAFTER THE PWR DROPPED TO 1800 RPM. IN ATTEMPTING TO TURN TO AN OPEN AREA TO LAND, SINCE THE ACFT WAS NOW IN A DESCENT, A TREE TOP WAS COLLIDED WITH AND THE ACFT WENT DOWN AND COLLIDED WITH MORE TREES. THE ACFT BURNED SHORTLY AFTER IMPACT. THE OCCUPANTS ESCAPED WITH MINOR INJURIES.

Brief of Accident (Continued)

File No. - 2040

9/28/85

LEBANON, TN

A/C Reg. No. N7086S

Time (Lc1) - 1130 CDT

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY  
-----

Occurrence #3        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)  
2. 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) 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. - 2176      3/21/85      GALVESTON, TX      A/C Reg. No. N2011M      Time (Lcl) - 2119 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	1	0	0	0
Pass	0	0	0	0	0

Type of Operation - INSTRUCTIONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - MANEUVERING

Fire  
NONE

-----Aircraft Information-----

Make/Model - BEECH C24R  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2750  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B6  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 300/008 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - 1500 FT SCATTERED  
Lowest Ceiling - 4000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
HOUSTON, TX  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - VOR/DME  
STRAIGHT-IN  
TOUCH AND GO

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

CHOLES  
Runway Ident - 13  
Runway Lth/Wid - 6001/ 150  
Runway Surface - CONCRETE  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL, CFI  
SE LAND, ME LAND

Age - 49  
Biennial Flight Review  
Current - YES  
Months Since - 4  
Aircraft Type - 172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 2780	Last 24 Hrs	- 1
Make/Model	- 23	Last 30 Days	- UNK/NR
Instrument	- 463	Last 90 Days	- 57
Multi-Eng	- 18		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT THE TIME OF THE POWER LOSS THE ACFT WAS IN THE INITIAL CLIMB FOLLOWING A TOUCH AND GO LANDING. THE FLT DEPARTED FROM HOBBY AIRPORT, HOUSTON, TX, AT 2018 CST AND COMPLETED TWO IFR PRACTICE APCHS PRIOR TO THE TOUCH AND GO. INVESTIGATION REVEALED A FEW OUNCES OF FUEL DRAINABLE FROM THE RIGHT TANK AND APRX 12 GALLONS REMAINING IN THE LEFT TANK. THE ENGINE, FUEL INJECTOR ASS'Y AND FUEL FLOW DIVIDER WERE DISASSEMBLED AND/OR TESTED REVEALING NO MECHANICAL MALFUNCTIONS. REVIEW OF THE OPERATOR'S RECORDS INDICATE THAT THE FUEL QUANTITY GAGES HAD BEEN INOPERATIVE FOR APRX 3 MONTHS. THE ACFT WAS LAST FUELED ON 02-17-85 AND HAD FLOWN APRX 2/7 HOURS BEFORE THE ACCIDENT FLIGHT BEGAN. PRIOR TO RECOVERY OF THE WRECKAGE THE FUEL INJECTOR LINES WERE LOOSENEED AND FOUND DRY. TOTAL USABLE FUEL CAPACITY WAS 57.2 GALLONS. EXACT FUEL QUANTITY AFTER FUELING ON 2-17-85 IS UNKNOWN.

Brief of Accident (Continued)

File No. - 2176

3/21/85

GALVESTON, TX

A/C Reg. No. N2011M

Time (Lc1) - 2119 CST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - INOPERATIVE
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND(CFI)
3. MAINTENANCE - INADEQUATE - COMPANY/OPERATOR MGMT
4. FLUID, FUEL - STARVATION
5. AIRCRAFT PREFLIGHT - INADEQUATE - DUAL STUDENT
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - DUAL STUDENT
7. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
8. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

9. LIGHT CONDITION - AIRCRAFT PARKED

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

10. OBJECT - FENCE

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6,7,8

Factor(s) relating to this accident is/are finding(s) 1,4,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2127      4/25/85      ROCKWALL, TX      A/C Reg. No. N2361C      Time (Lcl) - 0545 CST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
Type of Operation	-POSITIONING	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 137	Fire	0	0	1	0
Accident Occurred During	-LANDING	NONE	Pass	0	0	0

-----Aircraft Information-----

Make/Model	- AIR TRACTOR INC AT301-A	Eng Make/Model	- P&W R1340/AN1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 5000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/006 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>CADDO MILLS, TX</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - WET</p>
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-----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 - 5597
SE LAND	Months Since - 4	Make/Model- 520
	Aircraft Type - 150	Instrument- 12
		Last 24 Hrs - 3
		Last 30 Days- 15
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING IN A PLOWED FIELD AFTER THE ENGINE QUIT. LATER EXAM SHOWED WATER AND FUEL IN THE CARBURETOR. THE PLT HAD EXPRESSED CONCERN ABOUT CONTAMINATED FUEL. THE FUEL CAME FROM THE PLT/OPERATORS OWN SUPPLY.

Brief of Accident (Continued)

File No. - 2127

4/25/85

ROCKWALL, TX

A/C Reg. No. N2361C

Time (Lcl) - 0545 CST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)

1. FLUID, FUEL - WATER
2. AIRCRAFT SERVICE - IMPROPER - PILOT IN COMMAND
3. FUEL SUPPLY - IMPROPER - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - WET
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

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. - 2128      4/25/85      TILDEN, TX      A/C Reg. No. N76L      Time (Lc1) - 1300 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
DESTROYED

Fire  
NONE

Crew  
Pass

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	0	0

-----Aircraft Information-----

Make/Model      - PARTENAVIA P68C  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - UNK/NR  
No. of Seats      - UNK/NR

Eng Make/Model - LYCOMING IO-360-A1B6  
Number Engines - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 200 HP

ELT Installed/Activated - YES-UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- CALM  
Visibility      - 5.0      SM  
Lowest Sky/Clouds      - 25000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- HAZE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
CORPUS CHRISTI, TX  
Destination  
HOUSTON, TX

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL, ATP  
SE LAND, ME LAND  
HELICOPTER

Age - 35  
Biennial Flight Review  
Current      - YES  
Months Since      - 8  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 6020	Last 24 Hrs	- 5
Make/Model-	712	Last 30 Days-	UNK/NR
Instrument-	559	Last 90 Days-	237
Multi-Eng -	2390	Rotorcraft -	3400

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

AFTER APRX 1.5 HRS OF PIPELINE PATROL FLIGHT AT A PLANNED ALTITUDE OF 500 AGL THE ACFT FLEW INTO THE FLAT TERRAIN IN A LANDING ATTITUDE. THE ACFT WENT THROUGH A WIRE FENCE, HEAVY BRUSH AND SMALL TREES BEFORE COMING TO REST 437 FT FROM INITIAL GROUND CONTACT WITH ALL 3 GEAR COLLAPSED. A PHYSICAL EXAMINATION AND THE PILOT'S STATEMENT INDICATE THAT THE PILOT WAS OPERATING UNDER AN EXTREME AMOUNT OF STRESS WHICH MAY HAVE RESULTED IN CHRONIC FATIGUE AT THE TIME OF THE ACCIDENT. ACCORDING TO THE PILOT, HE WAS ACCUSTOMED TO A VERY HEAVY FLIGHT SCHEDULE. THE CHIEF PILOT ATTEMPTED TO ASSIGN AN ADDITIONAL PILOT BUT COMPANY BUDGET CONSTRAINTS PREVENTED SUCH AN ASSIGNMENT.



Brief of Accident (Continued)

File No. - 2128

4/25/85

TILDEN, TX

A/C Reg. No. N76L

Time (Lcl) - 1300 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. DESCENT - INADVERTENT - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, FATIGUE(CHRONIC) - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, COMPANY-INDUCED PRESSURE - COMPANY/OPERATOR MGMT
5. TERRAIN CONDITION - GROUND

Occurrence #2 COMPLETE GEAR COLLAPSED  
Phase of Operation OTHER

Finding(s)

6. LANDING GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2112      4/30/85      BROWNWOOD, TX      A/C Reg. No. N613MC      Time (Lcl) - 0725 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries	
	DESTROYED		Serious	Minor
Type of Operation -BUSINESS	Fire	1	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Crew 1	0	0
Accident Occurred During -DESCENT		Pass 1	0	0

-----Aircraft Information-----

Make/Model - BEECH B 55	Eng Make/Model - CONTINENTAL IO-470-L	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 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	SAM MARCOS, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	BROWNWOOD
Wind Dir/Speed- CALM		Runway Ident - 17
Visibility - .125 SM	ATC/Airspace	Runway Lth/Wid - 5598/ 150
Lowest Sky/Clouds -	Type of Flight Plan - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 300 FT OBSCURED	Type of Clearance - IFR	Runway Status - DRY
Obstructions to Vision- FOG	Type Apch/Lndg - ILS-LOCALIZER	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 7940
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 1000
		Instrument- 369
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PROFESSIONAL PILOT WAS FAMILIAR WITH HIS DESTINATION. HE HAD MADE THE SAME TRIP MANY TIMES IN THE LAST YEAR. DESTINATION WEATHER INFORMATION WAS NOT AVAILABLE THAT EARLY IN THE MORNING, AND ALTHOUGH HE INDICATED OVER THE RADIO THAT HE WAS AWARE OF THE POOR CONDITIONS, HE ELECTED TO CONTINUE HIS APPROACH. THE AIRCRAFT COLLIDED WITH GRADUALLY RISING TERRAIN IN LEVEL FLIGHT. MULTIPLE INDICATIONS OF POWER AND CONTROLLABILITY WERE FOUND ON SCENE AND IN SUBSEQUENT EXAMINATIONS.

Brief of Accident (Continued)

File No. - 2112

4/30/85

BROWNWOOD, TX

A/C Reg. No. N613MC

Time (Lc1) - 0725 CDT

-----  
Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    DESCENT - NORMAL

Finding(s)

1. WEATHER EVALUATION - DISREGARDED - PILOT IN COMMAND
  2. WEATHER CONDITION - FOG
  3.        IMPROPER DECISION - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - NORMAL

Finding(s)

4. TERRAIN CONDITION - RISING
  5. MINIMUM DESCENT ALTITUDE - EXCEEDED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5

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. - 2123      5/05/85      SAN ANGELO, TX      A/C Reg. No. N83745      Time (Lcl) - 1630 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation      -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under      -14 CFR 91	NONE	Pass	1	0	0
Accident Occurred During      -DESCENT			0	0	0
			0	0	0

-----Aircraft Information-----

Make/Model      - ROBINSON R-22 HP	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      - 1300	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 2	Rated Power      - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method      - N/A	SAN ANGELO, TX	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	LOCAL	Runway Ident      - N/A
Wind Dir/Speed- 190/011 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      - NONE	
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age      - 33	Medical Certificate      - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current      - YES	Total      - 2433
SE LAND, ME LAND	Months Since      - 3	Make/Model- 115
HELICOPTER	Aircraft Type      - PA-28	Instrument- 116
		Multi-Eng      - 341
		Last 24 Hrs      - 0
		Last 30 Days- 4
		Last 90 Days- 18
		Rotorcraft      - 133

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

ABOUT 8 MINUTES AFTER DEPARTURE THE ACFT IMPACTED IN A SOFT PLOWED FIELD IN AN UNCONTROLLED DESCENT FROM AN UNKNOWN ALTITUDE. DUE TO A LOW ROTOR RPM CONDITION THE MAIN ROTOR BLADES STRUCK AND SEVERED THE TAILBOOM CAUSING SEPARATION OF THE 90 DEGREE GEAR BOX AND TAIL ROTOR ASSEMBLY. THE PLT WAS UNABLE TO MAINTAIN CONTROL OF THE HELICOPTER WHICH IMPACTED IN ABOUT 135 DEGREES LEFT ANGLE OF BANK. DUAL FLIGHT CONTROLS AT THE TIME OF THE LOSS OF CONTROL. THE IN FLIGHT BREAKUP LEFT A TRAIL OF WRECKAGE AND PERSONAL ARTICLES ABOUT 1200 FEET LONG UP TO THE POINT OF GROUND CONTACT. THERE WAS NO EVIDENCE OF COLLISION WITH OBJECTS OR MECHANICAL MALFUNCTIONS PRIOR TO THE LOSS OF CONTROL.

Brief of Accident (Continued)

File No. - 2123

5/05/85

SAN ANGELO, TX

A/C Reg. No. N83745

Time (Lc1) - 1630 CDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      CRUISE

Finding(s)

1. MISC ROTORCRAFT, TAIL BOOM - PENETRATED
2. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
3. ROTOR DRIVE SYSTEM, TAIL ROTOR GEAR BOX(90 DEG) - SEPARATION
4. ROTOR DRIVE SYSTEM, TAIL ROTOR GEAR BOX(90 DEG) - OVERSPEED
5. ROTOR SYSTEM, TAIL ROTOR BLADE - SEPARATION
6. ROTOR SYSTEM, TAIL ROTOR BLADE - OVERSPEED

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - GROUND
8. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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. - 2198

5/12/85

ODESSA, TX

A/C Reg. No. N737ZL

Time (Lc1) - 2105 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	1	0	0	0
Pass	1	1	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - MANEUVERING

Fire  
ON GROUND

-----Aircraft Information-----

Make/Model - CESSNA 182RG  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3100  
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J3C5D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 235 HP

ELT Installed/Activated - 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- 170/006 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

SCHLEMEYER  
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 - 51  
Biennial Flight Review  
Current - YES  
Months Since - 2  
Aircraft Type - 182RG

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 600	Last 24 Hrs -	1
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	25
Multi-Eng -	UNK/NR	Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE FLYING AT APPROX 100' AGL, THE ACFT STRUCK A 5/8" STATIC LINE ON A NEWLY CONSTRUCTED POWERLINE. THE CABLE WAS NOT YET ANCHORED, EXCEPT WITH PULLEY'S ON EACH TOWER AND HAD ABOUT TWO MILES OF SLACK. THE WIRE ENGAGED THE LEFT FRONT ENG COWL AND 1 PROP BLADE. THE CABLE WAS PULLED DOWN ALMOST TO THE GROUND AND WHEN IT BACKLASHED IT SHATTERED A TELEPHONE POLE, THE ACFT IMPACTED ON THE MEDIAN OF AN INTERSTATE. WITNESSES HAD OBSERVED THE ACFT MANEUVERING AT LOW ALTITUDE IN THE AREA FOR SEVERAL MINUTES PRIOR TO THE ACCIDENT. THE ACCIDENT OCCURRED AT DUSK, WITH THE PILOT FLYING SOUTHWEST INTO THE REMAINING SUN LIGHT. CONDITIONS WOULD HAVE MADE OBSERVATION OF THE CABLE EXTREMELY DIFFICULT.

Brief of Accident (Continued)

File No. - 2198

5/12/85

ODESSA, TX

A/C Reg. No. N737ZL

Time (Lc1) - 2105 CDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING

Finding(s)

1. OBJECT - WIRE, STATIC
  2. BUZZING - ATTEMPTED - PILOT IN COMMAND
  3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OSTENTATIOUS DISPLAY - PILOT IN COMMAND
  4. LIGHT CONDITION - DUSK
  5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
  6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2140

5/17/85

ANAHUAC, TX

A/C Reg. No. N1361E

Time (Lcl) - 1400 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -AERIAL APPLICATION

Fire

Crew

0

1

0

0

Flight Conducted Under -14 CFR 137

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - AIRTRACTOR INC AT301

Eng Make/Model - P&W R1340

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 6000

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 550 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - COMPANY

Method - IN PERSON

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 10.0 SM

Lowest Sky/Clouds - SCATTERED

Lowest Ceiling - BROKEN

Obstructions to Vision- HAZE

Precipitation - RAIN SHOWERS

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 42

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - 182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 13000

Last 24 Hrs - 7

Make/Model- 3070

Last 30 Days- 70

Instrument- 300

Last 90 Days- 200

Multi-Eng - 1500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND AFTER THE ENGINE REPORTEDLY LOST POWER FOR AN UNDETERMINED REASON. DUE TO THE LOW ALTITUDE WHILE APPLYING FERTILIZER THE ACFT HAD TO BE LANDED IN THE PATH OF FLT.



Brief of Accident (Continued)

File No. - 2140

5/17/85

ANAHUAC, TX

A/C Reg. No. N1361E

Time (Lc1) - 1400 CDT

-----  
Occurrence #1      LOSS OF POWER  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)  
2. ALTITUDE - INADEQUATE - PILOT IN COMMAND  
-----

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2144      5/23/85      WICHITA FALLS, TX      A/C Reg. No. N4697D      Time (Lcl) - 1130 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -APPROACH

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
1  
0

Minor  
0  
0

None  
0  
0

-----Aircraft Information-----

Make/Model      - BEECHCRAFT H35  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2900  
No. of Seats      - 4

Eng Make/Model - CONTINENTAL O-470-G  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 240 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 350/005 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
GRAHAM, TX  
Destination  
WICHITA FALLS, TX

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

AIRPARK  
Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 38  
Biennial Flight Review  
Current      - YES  
Months Since      - 18  
Aircraft Type - 35

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 200      Last 24 Hrs - 1  
Make/Model- 40      Last 30 Days- 5  
Instrument- 0      Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE A SHALLOW RT TURN AND DESCENDED TO GROUND CONTACT DURING A GO-AROUND AFTER THE PLT WAS INFORMED BY RADIO THAT HIS LANDING GEAR WAS NOT FULLY EXTENDED. INVESTIGATION REVEALED ALSO THAT THE MAIN FUEL TANKS WERE EMPTY AND THE TANK SELECTOR WAS ON AUXILLARY TANK. THE LANDING GEAR EMERGENCY HANDLE WAS EXTENDED AND ENGAGED.

Brief of Accident (Continued)

File No. - 2144

5/23/85

WICHITA FALLS, TX

A/C Reg. No. N4697D

Time (Lc1) - 1130 CDT

-----  
Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation      APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - IMPROPER
  2. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

4. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2137      5/26/85      LUBBOCK, TX

A/C Reg. No. N22BD

Time (Lc1) - 0950 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -TAKEOFF

Fire      NONE  
Crew      0  
Pass      0

-----Aircraft Information-----

Make/Model      - PITTS SPECIAL S-1C  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 900  
No. of Seats      - 1

Eng Make/Model      - LYCOMING IO-360-B1E  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 200 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-      190/006 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision-      NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
ON AIRPORT

Airport Data

TOWN & COUNTRY  
Runway Ident      - UNK/NR  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - MACADAM  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND  
HELICOPTER

Age      - 53  
Biennial Flight Review  
Current      - YES  
Months Since      - 0  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 3300  
Make/Model-      1  
Instrument-      400  
Multi-Eng      - 100  
Last 24 Hrs      - UNK/NR  
Last 30 Days-      UNK/NR  
Last 90 Days-      UNK/NR  
Rotorcraft      - 1200

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE PILOT, ALTHOUGH WELL EXPERIENCED, HAD RECORDED ONLY ONE HOUR OF FLIGHT TIME IN THIS MAKE AND MODEL AIRCRAFT AND NO FLIGHT TIME IN ANY AIRCRAFT WITHIN THE 90 DAY PERIOD PRECEDING THE ACCIDENT. THIS IS THE INFORMATION RECORDED ON THE PILOT/OPERATOR AIRCRAFT ACCIDENT REPORT (NTSB FORM 6120. 1) WHICH HE COMPLETED AND SIGNED FOR THE NTSB ACCIDENT INVESTIGATOR. THE PILOT FAILED TO MAINTAIN DIRECTIONAL CONTROL DURING HIS TAKEOFF GROUND RUN, ROLLED OFF THE SIDE OF THE ASPHALT RUNWAY, CROSSED ABOUT 100 FEET OF GRASS AREA, AND ROLLED INTO A PLOWED FIELD WHERE THE AIRCRAFT NOSED OVER AND CAME TO REST IN AN INVERTED ATTITUDE.

Brief of Accident (Continued)

File No. - 2137

5/26/85

LUBBOCK, TX

A/C Reg. No. N22BD

Time (Lc1) - 0950 CDT

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
  3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
- 

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

4. TERRAIN CONDITION - SOFT
  5. TERRAIN CONDITION - ROUGH/UNEVEN
- 

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

Factor(s) relating to this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2197      6/23/85      TEMPLE, TX      A/C Reg. No. N48891      Time (Lcl) - 1620 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -APPROACH		Other 1	1	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 - 108 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point KILLEEN, TX	
Method - N/A	Destination	Airport Data
Completeness - N/A	SAME AS ACC/INC	DRAUGHON-MILLER
Basic Weather - VMC	ATC/Airspace	Runway Ident - 15
Wind Dir/Speed- 190/005 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 6300/ 150
Visibility - 12.0 SM	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds -	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Lowest Ceiling - 6000 FT BROKEN		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 24
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 21
		Last 30 Days- 3
		Instrument- 2
		Last 90 Days- 10
		Rotorcraft - 2

Instrument Rating(s) - NONE

-----Narrative-----

A MIDAIR COLLISION OCCURRED BETWEEN A CESSNA 150 IN THE TRAFFIC PATTERN AND A CESSNA 152 ON A LONG LOW FINAL TO THE SAME RUNWAY. THE CESSNA 152'S RADIO WAS MISTUNED, AND THE CESSNA 150 HAD NO RADIO INSTALLED. NEITHER COULD HAVE HEARD WARNINGS BROADCAST BY ANOTHER AIRCRAFT. AT THE TIME OF THE ACCIDENT, THE CESSNA 152 CAME BETWEEN THE CESSNA 150 AND THE SUN DURING THE LAST MINUTE OF THE FLIGHT. THE CESSNA 150 WAS HIDDEN FROM THE CESSNA 152'S PILOT'S VIEW BY THE LEFT WING. NO OBSTRUCTION WAS FOUND TO ACCOUNT FOR EITHER AIRCRAFT NOT SEEING AND AVOIDING THE OTHER PRIOR TO THOSE POSITIONS.

Brief of Accident (Continued)

File No. - 2197

6/23/85

TEMPLE, TX

A/C Reg. No. N48891

Time (Lcl) - 1620 CDT

Occurrence #1 MIDAIR COLLISION  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. COMM/NAV EQUIPMENT - IMPROPER
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. RADIO COMMUNICATIONS - NOT POSSIBLE - PILOT IN COMMAND
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
5. IMPROPER USE OF FACILITY, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
6. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN (STANDARD/REQUIREMENT), VISUAL RESTRICTION BY EQUIP/STRUCT - 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) 1,2,3,4,5,6

*Updated AAB 87/02 p. 60-61*

National Transportation Safety Board  
Washington, D.C. 20594

Updated AAB 87/02  
p. 58-59

Brief of Accident

File No. - 2197      6/23/85      TEMPLE, TX      A/C Reg. No. N8496J      Time (Lcl) - 1620 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew 1	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -APPROACH		Other 0	1	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 190/005 KTS  
Visibility - 12.0 SM  
Lowest Sky/Clouds -  
Lowest Ceiling - 6000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
KILLEEN, TX  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

DRAUGHON-MILLER  
Runway Ident - 15  
Runway Lth/Wid - 6300/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, ATP, CFI  
SE LAND, ME LAND  
HELICOPTER

Age - 30

Biennial Flight Review

Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2800	Last 24 Hrs - UNK/NR
Make/Model- 800	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 10
	Rotorcraft - 1300

Instrument Rating(s) - HELICOPTER

-----Narrative-----

A MIDAIR COLLISION OCCURRED BETWEEN A CESSNA 150 IN THE TRAFFIC PATTERN AND A CESSNA 152 ON A LONG LOW FINAL TO THE SAME RUNWAY. THE CESSNA 152'S RADIO WAS MISTUNED, AND THE CESSNA 150 HAD NO RADIO INSTALLED. NEITHER COULD HAVE HEARD WARNINGS BROADCAST BY ANOTHER AIRCRAFT. AT THE TIME OF THE ACCIDENT, THE CESSNA 152 CAME BETWEEN THE CESSNA 150 AND THE SUN DURING THE LAST MINUTE OF THE FLIGHT. THE CESSNA 150 WAS HIDDEN FROM THE CESSNA 152'S PILOT'S VIEW BY THE LEFT WING. NO OBSTRUCTION WAS FOUND TO ACCOUNT FOR EITHER AIRCRAFT NOT SEEING AND AVOIDING THE OTHER PRIOR TO THOSE POSITIONS.



Brief of Accident (Continued)

File No. - 2197

6/23/85

TEMPLE, TX

A/C Reg. No. N8496J

Time (Lc1) - 1620 CDT

Occurrence #1 MIDAIR COLLISION  
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. COMM/NAV EQUIPMENT - LACK OF
2. PLANNING-DECISION - PERFORMED - PILOT IN COMMAND
3. RADIO COMMUNICATIONS - NOT POSSIBLE - PILOT IN COMMAND
4. LIGHT CONDITION - SUNGLARE
5. IMPROPER USE OF FACILITY, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
6. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5,6

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2136

7/03/85

GRANBURY, TX

A/C Reg. No. N2342N

Time (Lcl) - 1130 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-LANDING				
		Crew			
		Pass			
		0	0	0	2
		0	0	0	0

Fire

NONE

Crew

Pass

0

0

0

0

0

0

2

0

-----Aircraft Information-----

Make/Model - PIPER PA-38

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 112 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - UNK/NR

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- VARIABLE/010 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - 25000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

FORT WORTH, TX

Airport Proximity

ON AIRPORT

Airport Data

GRANBURY

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

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, ME LAND

Age - 23

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 745

Make/Model- 390

Instrument- 70

Multi-Eng - 89

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 189

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT ALLOWED THE AIRSPEED TO DETERIORATE DURING THE INITIAL TAKEOFF CLIMB AND LOST CONTROL OF THE AIRCRAFT AT ABOUT 50 FEET ABOVE THE GROUND. ACCORDING TO THE CFI THE STUDENT THEN FROZE ON THE CONTROLS AND HE (THE CFI) WAS UNABLE TO LOWER THE NOSE TO GAIN SUFFICIENT AIRSPEED FOR RECOVERY. THE AIRCRAFT DESCENDED INTO A FIELD ALONGSIDE THE RUNWAY AND RAN THROUGH A WIRE FENCE.

Brief of Accident (Continued)

File No. - 2136

7/03/85

GRANBURY, TX

A/C Reg. No. N2342N

Time (Lcl) - 1130 CDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED - NOT MAINTAINED - DUAL STUDENT
2.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, PANIC - DUAL STUDENT
3. CONTROL INTERFERENCE - IMPROPER - DUAL STUDENT
4. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND(CFI)

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

5. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2135

7/07/85

KILLEEN, TX

A/C Reg. No. N5321Q

Time (Lcl) - 1127 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

Crew

Pass

NONE

-----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- CALM

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

TOUCH AND GO

Airport Proximity  
ON AIRPORT

Airport Data

KILLEEN MUNI

Runway Ident - 19

Runway Lth/Wid - 5000/ 100

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 44

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 21 Last 24 Hrs - 0

Make/Model- 21 Last 30 Days- UNK/NR

Instrument- 1 Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT FAILED TO PROPERLY FLARE THE AIRCRAFT AND TOUCHED DOWN HARD ON THE NOSE GEAR. THIS CAUSED THE AIRCRAFT TO START PORPOISING FROM WHICH RECOVERY WAS NOT MADE. AIRCRAFT CONTINUED TO BOUNCE UNTIL THE NOSE GEAR COLLAPSED. IT THEN SLID TO A STOP, RESTING ON THE NOSE SECTION AND THE MAIN LANDING GEAR.

Brief of Accident (Continued)

File No. - 2135

7/07/85

KILLEEN, TX

A/C Reg. No. N5321Q

Time (Lc1) - 1127 CDT

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Occurrence #1      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
  2. RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #2      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2193	7/12/85	FORT WORTH, TX	A/C Reg. No. N613RR	Time (Lcl) - 0409 CDT
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-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL	Fatal	Injuries	
Type of Operation - POSITIONING	Fire	Crew	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0
Accident Occurred During - LANDING			0	0
			0	2
				0

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-----Aircraft Information-----

Make/Model - GATES LEARJET 35A	Eng Make/Model - GARRETT TPE-731-2-2B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 17000	Engine Type - TURBOFAN	
No. of Seats - 8	Rated Power - 3500 LBS THRUST	

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-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 7.0 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 - NIGHT(BRIGHT)</p>	<p>Itinerary</p> <p>Last Departure Point DALLAS, TX</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>MEACHAM FLD</p> <p>Runway Ident - 16R</p> <p>Runway Lth/Wid - 4001/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>ATP</p> <p>SE LAND, ME LAND</p> <p>HELICOPTER</p>	<p>Age - 36</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 2</p> <p>Aircraft Type - 35A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 6679</p> <p>Make/Model- 1065</p> <p>Instrument- 140</p> <p>Multi-Eng - 2050</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 66</p> <p>Last 90 Days- 144</p> <p>Rotorcraft - 3979</p>
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Instrument Rating(s) - AIRPLANE, HELICOPTER

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-----Narrative-----

THIS ACFT RAN OFF THE DEPARTURE END OF THE 4001' RUNWAY FOLLOWING A NORMAL APPROACH, TOUCHDOWN AND INITIAL BRAKING. AFTER ABOUT 1000' OF NORM BRAKING, THE ACFT BEGAN A DRIFT TO THE RIGHT WHICH WAS PARTIALLY OVERCOME BY FULL LEFT RUDDER AND ASYMMETRICAL BRAKES. AFTER DEPARTING THE RUNWAY THE ACFT ENCOUNTERED DOWN SLOPING TERRAIN WHICH CAUSED THE NOSE GEAR TO COLLAPSE AND BUCKLED THE RIGHT WING. INVESTIGATION REVEALED THAT THE BRAKE LINES ON THE LEFT MLG WERE REVERSED WHICH CAUSED ERRANT COMMAND SIGNALS TO BE TRANSMITTED TO THE ANTI-SKID CONTROL UNIT DURING HEAVY BRAKE APPLICATION, NEGATING THE ANTI-SKID FUNCTION. THE LINES HAD BEEN MIS-INSTALLED DURING THE PREVIOUS BRAKE OVERHAUL. IT WAS NOTED THAT THE MAINTENANCE MANUAL DOES NOT ADDRESS THE CRITICALITY OF PROPER HOSE INSTALLATION AND THAT EITHER HOSE MAY BE INSTALLED IN THE INBD OR OTBD BRAKE HOUSING PORTS. ACFT WAS NOT EQUIPPED WITH REVERSERS.

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Brief of Accident (Continued)

File No. - 2193

7/12/85

FORT WORTH, TX

A/C Reg. No. N613RR

Time (Lc1) - 0409 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, ANTI-SKID BRAKE SYSTEM - FAILURE, PARTIAL
2. HYDRAULIC SYSTEM, LINE - INCORRECT
3. MAINTENANCE, INSTALLATION - IMPROPER - COMPANY MAINTENANCE PSNL
4. PROCEDURE INADEQUATE, CONDITION(S)/STEP(S) INSUFFICIENTLY DEFINED - MANUFACTURER
5. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
6. PROCEDURE INADEQUATE, CONDITION(S)/STEP(S) INSUFFICIENTLY DEFINED - MANUFACTURER

Occurrence #2 OVERRUN  
Phase of Operation LANDING - ROLL

Finding(s)

7. LANDING GEAR, ANTI-SKID BRAKE SYSTEM - FAILURE, PARTIAL

Occurrence #3 ON GROUND COLLISION WITH TERRAIN  
Phase of Operation LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - DOWNHILL
9. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,7,8,9

Factor(s) relating to this accident is/are finding(s) 4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2134

8/09/85

FOLLETT, TX

A/C Reg. No. N9457

Time (Lcl) - 1445 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -STANDING

MINOR

Fatal

Serious

Minor

None

Fire

Crew

0

0

0

1

NONE

Pass

0

1

0

0

-----Aircraft Information-----

Make/Model - CESSNA 182Q  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2800  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-U  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 230 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 180/020 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  
UNK/NR  
Destination  
UNK/NR

Airport Proximity  
ON AIRPORT

Airport Data

FOLLETT LIPSCOMB CO.  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - UNK/NR  
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, ATP, CFI  
SE LAND, ME LAND  
HELICOPTER

Age - 51

Biennial Flight Review

Current - YES  
Months Since - 4  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 9000  
Make/Model- 100  
Instrument- 744  
Multi-Eng - 2500  
Last 24 Hrs - 6  
Last 30 Days- UNK/NR  
Last 90 Days- 290  
Rotorcraft - 115

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PASSENGER HAD DEPLANED TO REMOVE UNNECESSARY ARTICLES FROM THE AIRCRAFT AND APPARENTLY WAS NOT CAUTIONED BY THE PIC TO BE CAREFUL OF THE ROTATING PROPELLER. AS SHE RETURNED TO THE AIRCRAFT TO RE-BOARD SHE WALKED INTO THE OBSERVED ROTATING PROPELLER AND WAS SERIOUSLY INJURED.



Brief of Accident (Continued)

File No. - 2134

8/09/85

FOLLETT, TX

A/C Reg. No. N9457

Time (Lc1) - 1445 CDT

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Occurrence            PROPELLER/ROTOR CONTACT  
Phase of Operation    STANDING - ENGINE(S) OPERATING

Finding(s)

1. PASSENGER BRIEFING - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PASSENGER

-----  
-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2133	9/03/85	WESTBROOK, TX	A/C Reg. No. N8043C	Time (Lc1) - 1200 CDT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious Minor None
Type of Operation	-PERSONAL	Fire	Crew 0	1 0 0
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0 0 0
Accident Occurred During	-TAKEOFF			
-----Aircraft Information-----				
Make/Model	- PIPER PA-28-181	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - YES/NO	
Landing Gear	- TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES	
Max Gross Wt	- 2450	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power - 180 HP		
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	MCKINNEY, TX		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	BIG SPRING, TX		
Wind Dir/Speed	- UNK/NR	ATC/Airspace	Runway Ident - N/A	
Visibility	- 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A	
Lowest Sky/Clouds	- CLEAR	Type of Clearance - NONE	Runway Surface - N/A	
Lowest Ceiling	- NONE	Type Apch/Lndg - NONE	Runway Status - N/A	
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
-----Personnel Information-----				
Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL	Current - YES	Total - 8675	Last 24 Hrs - UNK/NR	
HELICOPTER	Months Since - 15	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-----				
THERE WERE NO KNOWN EYE WITNESSES TO THE ACCIDENT. AVAILABLE EVIDENCE REVEALS THAT THE PILOT MOST PROBABLY MADE A SUCCESSFUL LANDING IN THE REMOTELY LOCATED FIELD AND ROLLED TO A STOP. THE SHERIFF REPORTED THAT THE ENGINE OIL WAS DRAINED ONTO THE GROUND AT THIS POINT. THE AIRCRAFT WAS THEN TAXIED BACK 1300 FEET AND MADE ANOTHER TURN AND STOPPED. THE CONTROLWHEEL WAS FOUND TIED IN THE REAR POSITION WITH THE SEAT BELT. THE PILOT APPARENTLY CLIMBED ONTO THE LEFT WING, OPENED THE THROTTLE BY REACHING THROUGH THE OPENING CREATED BY THE MISSING LEFT COCKPIT WINDOW AND JUMPED OFF ONTO THE GROUND AND APPARENTLY WAS HIT WITH THE LEFT STABILATOR. THE AIRCRAFT TRAVELED ABOUT 50 YARDS BEFORE VEERING RIGHT INTO ROUGH TERRAIN AND STOPPED. THE PILOT REPORTEDLY CALLED THE MITCHELL COUNTY SHERIFF'S OFFICE, REPORTED THE ACCIDENT AND STATED THAT HE WAS INJURED. THE PHONE WHICH HE REPORTEDLY USED WAS LOCATED SEVERAL MILES FROM THE ACCIDENT SITE. THE PILOT THEN DISAPPEARED AND HIS WHEREABOUTS IS STILL UNKNOWN.				

Brief of Accident (Continued)

File No. - 2133

9/03/85

WESTBROOK, TX

A/C Reg. No. N8043C

Time (Lcl) - 1200 CDT

Occurrence #1 NOSE DOWN  
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. SABOTAGE - INTENTIONAL - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, EMOTIONAL REACTION - PILOT IN COMMAND
3. 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) 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. - 2131      9/08/85      ROCKDALE, TX      A/C Reg. No. N126P      Time (Lcl) - 1645 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - SCHWEIZER SGS 1-26C	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - N/A	Stall Warning System - UNK/NR
Max Gross Wt - 600	Engine Type - UNK/NR	
No. of Seats - 1	Rated Power - N/A	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HEMPSTEAD, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HEMPSTEAD, TX	Runway Ident - N/A
Wind Dir/Speed- 170/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	
Obstructions to Vision- NONE	PRECAUTIONARY LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 947
SE LAND, ME LAND	Months Since - 5	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 102
		Instrument- 82
		Multi-Eng - 120
		Last 30 Days- UNK/NR
		Last 90 Days- 21

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT OBSERVED AND CLEARED SEVERAL OBSTRUCTIONS IN THE APPROACH PATH OF HIS INTENDED LANDING AREA. HOWEVER, HE DID NOT SEE ONE SMALL AND UNMARKED ELECTRICAL POWER LINE UNTIL TOO LATE TO TAKE EVASIVE ACTION. THIS LINE WAS ABOUT 30 FEET ABOVE GROUND LEVEL AT THE EDGE OF THE FIELD IN WHICH HE HAD PLANNED TO LAND. AFTER IMPACT THE GLIDER SMAPPED VIOLENTLY ABOUT 270 DEGREES TO THE LEFT AND IMPACTED THE GROUND.

Brief of Accident (Continued)

File No. - 2131

9/08/85

ROCKDALE, TX

A/C Reg. No. N126P

Time (Lc1) - 1645 CDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)  
1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND  
2. OBJECT - WIRE, TRANSMISSION  
-----

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED  
-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2130      10/13/85      KILLEEN, TX      A/C Reg. No. N84691      Time (Lcl) - 2240 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Injuries		
		Serious	Minor	None
Crew	0	1	3	0
Pass	0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - DESCENT

Fire  
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28-161  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2150  
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 - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - IN PERSON  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 150/010 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  
ENNIS, TX  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - VFR  
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

KILLEEN MUNICIPAL  
Runway Ident - 17  
Runway Lth/Wid - 5000/ 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 - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	78	Last 24 Hrs	-	6
Make/Model-	18		Last 30 Days-	UNK/NR	
Instrument-	0		Last 90 Days-	20	

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STOPPED ENROUTE TO REFUEL. FUEL SERVICE AT THE AIRPORT AND ALREADY CLOSED FOR THE NIGHT SO THE PILOT DRAINED ABOUT 10 GALLONS OF FUEL INTO HIS AIRPLANE FROM A PARKED CESSNA AIRPLANE AND DEPARTED FOR HIS DESTINATION. HOWEVER, THIS AMOUNT OF FUEL WAS SLIGHTLY LESS THAN THAT WHICH WAS NEEDED TO REACH HIS DESTINATION AIRPORT. THE AIRCRAFT DESCENDED OVER A HEAVILY WOODED AREA AND WAS SLOWED TO ABOUT 45-50 KNOTS, AND JUST BEFORE IMPACT THE CONTROL YOKE WAS PULLED FULLY REARWARD AND HELD IN THAT POSITION IN AN EFFORT TO HELP REDUCE THE FORCES OF IMPACT.

Brief of Accident (Continued)

File No. - 2130

10/13/85

KILLEEN, TX

A/C Reg. No. N84691

Time (Lc1) - 2240 CDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  3. FUEL CONSUMPTION CALCULATIONS - POOR - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)

4. OBJECT - TREE(S)
  5. LIGHT CONDITION - DARK NIGHT
  6. TERRAIN CONDITION - NONE SUITABLE
- 

Occurrence #4        IN FLIGHT COLLISION WITH TERRAIN  
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

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. - 2143      10/19/85      HOUSTON, TX      A/C Reg. No. N9892Q      Time (Lcl) - 1450 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	1	0
Accident Occurred During	-LANDING		Pass 0	0	1	0

-----Aircraft Information-----

Make/Model	- CESSNA 172 M	Eng Make/Model	- LYCOMING O-320-E2D	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 040/008 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 1000 FT THIN BKN</p> <p>Lowest Ceiling - 6000 FT OVERCAST</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - DRIZZLE</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 - STRAIGHT-IN</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data WEST HOUSTON</p> <p>Runway Ident - 33</p> <p>Runway Lth/Wid - 4000/ 50</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND</p>	<p>Age - 74</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - 182</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 17283</p> <p>Make/Model- 454</p> <p>Instrument- 2732</p> <p>Multi-Eng - 13333</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 656</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT MADE A FORCED LANDING ON A GOLF COURSE AND NOSED OVER AFTER THE ENGINE QUIT DURING TAKEOFF. POST ACCIDENT INVESTIGATION REVEALED THAT THE GASCOLATOR WAS FULL OF WATER AND THE CARBURETOR CONTAINED 25 PERCENT WATER. NO OTHER DISCREPANCIES IN EQUIPMENT WERE FOUND.



Brief of Accident (Continued)

File No. - 2143

10/19/85

HOUSTON, TX

A/C Reg. No. N9892Q

Time (Lc1) - 1450 CST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - WATER
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. AIRCRAFT SERVICE - POOR - AIRPORT PERSONNEL

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) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2141

12/06/85

HOUSTON, TX

A/C Reg. No. 72WF

Time (Lcl) - 1915 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA T210N  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3300  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520A  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 285 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 25000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
BELIZE, CA  
Destination  
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND

Age - 38  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED  
Flight Time (Hours)  
Total - 8000  
Make/Model- 200  
Instrument- 400  
Multi-Eng - 500

Last 24 Hrs - 12  
Last 30 Days- UNK/NR  
Last 90 Days- 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED IN A WOODED AREA DURING A FORCED LANDING AFTER FUEL EXHAUSTION. THE ACFT HAD EXTRA FUEL CANS ON BOARD AND HAD BEEN FLYING FOR ALMOST 12 HOURS IN AN ATTEMPT TO AVOID CAPTURE BY U.S. AGENTS FOR THE POSSESSION OF MARIJUANA. THE ACFT CONTAINED 750 LBS OF MARIJUANA OBTAINED IN BELIZE,CENTRAL AMERICA. WHEN HE BECAME AWARE OF PURSUIT BY OTHER ACFT THE PLT REDUCED FUEL CONSUMPTION SO THAT A LANDING COULD BE MADE AFTER DARK. WHEN HE FAILED TO ELUDE HIS PURSUERS THE PLT FLEW UNTIL FUEL EXHAUSTION. THE PLT IS NOW IN CUSTODY OF U.S. DRUG ENFORCEMENT.

Brief of Accident (Continued)

File No. - 2141

12/06/85

HOUSTON, TX

A/C Reg. No. 72WF

Time (Lc1) - 1915 CST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      MANEUVERING

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FLT WITH INADQT ENROUTE/DESTN FACILITIES - PERFORMED - PILOT IN COMMAND
3. FLIGHT TO ALTERNATE DESTINATION - ATTEMPTED - PILOT IN COMMAND
4. AIRCRAFT PERFORMANCE - EXCEEDED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

5. OBJECT - TREE(S)
6. LIGHT CONDITION - DARK NIGHT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2167      2/06/85      EUREKA,UT

A/C Reg. No. N5781V

Time (Lcl) - 1210 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	1	0	0	0
NONE	Pass	0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -CRUISE

-----Aircraft Information-----

Make/Model - BEECH BE-23-24  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2550  
No. of Seats - 6

Eng Make/Model - LYCOMING IO-360-A2B  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 5.0 SM  
Lowest Sky/Clouds - 4500 FT SCATTERED  
Lowest Ceiling - 7500 FT BROKEN  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
WEST JORDAN,UT  
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 - 47  
Biennial Flight Review  
Current - YES  
Months Since - 22  
Aircraft Type - 23-24

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 791	Last 24 Hrs	- UNK/NR
Make/Model-	791	Last 30 Days-	UNK/NR
Instrument-	15	Last 90 Days-	21

Instrument Rating(s) - NONE

-----Narrative-----

ON FEB 6, 1985, A BEECH BE-23-24 MUSKETEER, OWNED AND OPERATED BY THE PLT CRASHED INTO THE SIDE OF A 7000 FT MTN AT THE 6700 FT LEVEL. THE AC WAS DEMOLISHED AND THE PLT RECEIVED FATAL INJURIES. THE WX CONDITIONS WERE REPORTED AS VMC BY PR OVO, UTAH AND BY A LOCAL PLT IN THE AREA AT THE TIME. BOTH INDICATED THAT THE MTN TOPS WERE OBSCURED BY CLOUDS. THE INVESTIGATION FOUND NO EVIDENCE OF AN AC MALFUNCTION OR PLT IN-CAPACITATION.

Brief of Accident (Continued)

File No. - 2167

2/06/85

EUREKA,UT

A/C Reg. No. N5781V

Time (Lc1) - 1210 MST

-----  
Occurrence #1      IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  2. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
  3. WEATHER CONDITION - CLOUDS
  4. LIGHT CONDITION - DAYLIGHT
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      CRUISE

Finding(s)

5. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
  6. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2065

3/14/85

LOGAN,UT

A/C Reg. No. N8460Z

Time (Lcl) - 0730 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Aircraft Damage

DESTROYED

Fire  
NONE

Fatal

Crew 1  
Pass 2

Injuries

Serious 0  
Minor 0

None 0  
0

-----Aircraft Information-----

Make/Model - PIPER PA-28  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2900  
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J3A5D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 235 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - IMC  
Wind Dir/Speed- CALM  
Visibility - UNK/NR  
Lowest Sky/Clouds -  
Lowest Ceiling - 200 FT OBSCURED  
Obstructions to Vision- ICE FOG  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
RICHFIELD,UT

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

LOGAN  
Runway Ident - 35  
Runway Lth/Wid - 5900/ 150  
Runway Surface - ASPHALT  
Runway Status - SNOW - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
ME LAND

Age - 32  
Biennial Flight Review  
Current - NO  
Months Since - 0  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total - 225  
Make/Model- 178  
Instrument- 4  
Last 24 Hrs - 3  
Last 30 Days- UNK/NR  
Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT (NON-INST RATED) & 2PAX DEPT LOGAN AIRPORT UNDER EXTREME IMC CONDITIONS.  
VISIBILITY IN ICE FOG WAS DOWN TO JUST A FEW FEET. THE A/C CRASHED DURING A RT TURN AFTER T/O.THERE WERE NO SURVIVORS.

Brief of Accident (Continued)

File No. - 2065

3/14/85

LOGAN,UT

A/C Reg. No. N8460Z

Time (Lc1) - 0730 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation TAKEOFF

Finding(s)

1. WEATHER CONDITION - FOG
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND
6. BECAME LOST/DISORIENTED - NOT SELECTED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

7. AIRSPEED - UNCONTROLLED - PILOT IN COMMAND
8. ALTITUDE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

9. TERRAIN CONDITION - OPEN FIELD
10. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,9,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2028      8/31/85      MONUMENT VALLEY, UT      A/C Reg. No. N707UR      Time (Lc1) - 1210 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	3

-----Aircraft Information-----

Make/Model	- CESSNA 182D	Eng Make/Model	- CONTINENTAL D-470-L	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2650	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 230 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point FLAGSTAFF, AZ</p> <p>Destination MONUMENT VALLEY, UT</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data MONUMENT VALLEY</p> <p>Runway Ident - 16</p> <p>Runway Lth/Wid - 3100/ 75</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 74	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1584
SE LAND	Months Since - 8	Make/Model- 1298
	Aircraft Type - UNK/NR	Instrument- 20
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 46

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID THAT DURING APP TO LDG HE ENCOUNTERED UNFAVORABLE WINDS IN SHEER OR WIND DIRECTION CHANGE CAUSING THE A/C TO DROP 4-5 FT ONTO THE R/W RESULTING IN SUBSTANTIAL DAMAGE TO THE A/C.



Brief of Accident (Continued)

File No. - 2028

8/31/85

MONUMENT VALLEY,UT

A/C Reg. No. N707UR

Time (Lcl) - 1210 MDT

Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. COMPENSATION FOR WIND CONDITIONS - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND
4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
5. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
6. STALL - NOT CORRECTED - PILOT IN COMMAND

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

7. FLARE - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2029	9/04/85	MONUMENT VALLEY,UT	A/C Reg. No. N52456	Time (Lcl) - 1600 MDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	1

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-----Aircraft Information-----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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-----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- 225/005 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point GRAND CANYON,AZ</p> <p>Destination MONUMENT VALLEY,UT</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data MONUMENT VALLEY</p> <p>Runway Ident - 16</p> <p>Runway Lth/Wid - 3100/ 75</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 56</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - 172</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 388</td> <td>Last 24 Hrs - UNK/NR</td> </tr> <tr> <td>Make/Model- 388</td> <td>Last 30 Days- 5</td> </tr> <tr> <td>Instrument- 17</td> <td>Last 90 Days- 26</td> </tr> </table>	Total - 388	Last 24 Hrs - UNK/NR	Make/Model- 388	Last 30 Days- 5	Instrument- 17	Last 90 Days- 26
Total - 388	Last 24 Hrs - UNK/NR							
Make/Model- 388	Last 30 Days- 5							
Instrument- 17	Last 90 Days- 26							

Instrument Rating(s) - NONE

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-----Narrative-----

THE PILOT SAID THAT DURING HIS APPROACH TO LDG HE ENCOUNTERED A DOWNDRAFT. HE SUBSEQUENTLY LOST CONTROL OF THE A/C. THE A/C STALLED AND IMPACTED THE GRD HARD CAUSING SUBST DAMAGE.

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Brief of Accident (Continued)

File No. - 2029

9/04/85

MONUMENT VALLEY,UT

A/C Reg. No. N52456

Time (Lcl) - 1600 MDT

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Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
  2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND
  4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  5. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  6. STALL - NOT CORRECTED - PILOT IN COMMAND
- 

Occurrence #3        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

7. FLARE - IMPROPER - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2157      4/25/85      FISHERSVILLE, VA      A/C Reg. No. N67A      Time (Lcl) - 0643 EST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-MOUNTAIN AIR CARGO	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	0

-----Aircraft Information-----

Make/Model	- BEECH E18S	Eng Make/Model	- P&W R985	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9700	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 10	Rated Power	- 450 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing      - FSS</p> <p>Method           - TELEPHONE</p> <p>Completeness    - FULL</p> <p>Basic Weather    - IMC</p> <p>Wind Dir/Speed - 090/005 KTS</p> <p>Visibility        - 125.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling    - 100 FT OBSCURED</p> <p>Obstructions to Vision - FOG</p> <p>Precipitation     - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="text-align: center;">RICHMOND, VA</p> <p>Destination</p> <p style="text-align: center;">CHARLOTTESVILLE, VA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance   - NONE</p> <p>Type Apch/Lndg      - NONE</p>	<p>Airport Proximity</p> <p style="text-align: center;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="text-align: center;">WAYNESBORO</p> <p>Runway Ident        - N/A</p> <p>Runway Lth/Wid     - N/A</p> <p>Runway Surface     - DIRT</p> <p>Runway Status      - WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="text-align: center;">COMMERCIAL</p> <p style="text-align: center;">SE LAND, ME LAND</p>	<p>Age -            35</p> <p>Biennial Flight Review</p> <p>Current          - UNK/NR</p> <p>Months Since    - UNK/NR</p> <p>Aircraft Type    - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 1550</td> <td>Last 24 Hrs</td> <td>- 2</td> </tr> <tr> <td>Make/Model</td> <td>- 362</td> <td>Last 30 Days</td> <td>- UNK/NR</td> </tr> <tr> <td>Instrument</td> <td>- 231</td> <td>Last 90 Days</td> <td>- 86</td> </tr> <tr> <td>Multi-Eng</td> <td>- 450</td> <td></td> <td></td> </tr> </table>	Total	- 1550	Last 24 Hrs	- 2	Make/Model	- 362	Last 30 Days	- UNK/NR	Instrument	- 231	Last 90 Days	- 86	Multi-Eng	- 450		
Total	- 1550	Last 24 Hrs	- 2															
Make/Model	- 362	Last 30 Days	- UNK/NR															
Instrument	- 231	Last 90 Days	- 86															
Multi-Eng	- 450																	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WEATHER CONDITIONS IN CHARLOTTESVILLE, VIRGINIA, THE INTENDED DESTINATION, RESULTED IN A MISSED APPROACH AND DIVERSION TO SHENANDOAH VALLEY AIRPORT, WHERE TWO MORE MISSED APPROACHES WERE EXECUTED. ON THE CLIMB OUT FROM THE SECOND MISSED APPROACH, THE LEFT ENGINE FAILED FROM FUEL EXHAUSTION, ACCORDING TO THE PILOT, AFTER THE ACCIDENT. THE LEFT PROPELLER WAS FEATHERED AND THE PLT INFORMED WASHINGTON CENTER OF THE SITUATION AND REQUESTED VECTORS TO WAYNESBORO AIRPORT. WHILE ENROUTE TO WAYNESBORO, THE RIGHT ENGINE BEGAN TO RUN ROUGH AND LEVEL FLIGHT COULD NOT BE MAINTAINED. SHORTLY AFTERWARDS THE RIGHT ENGINE FAILED. THE PLT LANDED IN A FIELD, CONTINUED OVER AN EMBANKMENT, AND CAME TO REST ON VIRGINIA ROUTE 608. INITIAL INSPECTION OF THE ACFT REVEALED LITTLE OR NO FUEL.

Brief of Accident (Continued)

File No. - 2157

4/25/85

FISHERSVILLE, VA

A/C Reg. No. N67A

Time (Lc1) - 0643 EST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2055      5/26/85      WOODBRIDGE,VA      A/C Reg. No. N1417J      Time (Lcl) - 1240 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage

DESTROYED  
Fire  
ON GROUND

Crew  
Pass

	Fatal	Serious	Minor	None
1	0	0	0	0
4	0	0	0	0

-----Aircraft Information-----

Make/Model - ROCKWELL INTERNATIONAL 112B      Eng Make/Model - LYCOMING IO-360-C1D6  
Landing Gear - TRICYCLE-RETRACTABLE      Number Engines - 1  
Max Gross Wt - 2800      Engine Type - RECIP-FUEL INJECTED  
No. of Seats - 4      Rated Power - 200 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- 300/009 KTS  
Visibility - 12.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
WOODBRIDGE,VA  
Destination  
MANTEO,NC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

WOODBRIDGE  
Runway Ident - 01  
Runway Lth/Wid - 2250/ 45  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 59

Biennial Flight Review  
Current - YES  
Months Since - 6  
Aircraft Type - 152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total - 493	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-----

ON MAY 26,1985,AT APPROXIMATELY 1240 HRS EDT,A ROCKWELL INTERNATIONAL COMMANDER 1120,N1417J,COLLIDED WITH TREES AFT TKOF FM WOODBRIDGE ARPT IN WOODBRIDGE,VA. THE ACFT WAS DESTROYED DRNG THE POST IMPACT FIRE AND THE PUT PLT AND 4 PAX ALL SUFFERED FATAL INJURIES. WITNESSES CONCUR THAT THE PLANE APPEARED TO BRUSH THE TOP BRANCHES OF A TREE LOCATED ABT 400FT OFF AND TO THE LEFT OF THE DEPARTURE END OF RWY 01 DRNG INITIAL CLIMBOUT. THIS WAS FOLLOWED BY A 50 FOOT CLIMB AFT WHICH THE ACFT BEGAN A SLIPPING LEFT TURN WITH AN INCREASING BANK ANGLE UNTIL IT DESCENDED INTO TREES. THE CALCULATED GROSS WT OF THE ACFT AT THE TIME OF TKOF WAS ABT 3021 POUNDS,THE CERTIFICATED MAX GROSS WT OF THE ACFT IS 2800 POUNDS. THE LENGTH OF RWY 01 AT WOODBRIDGE ARPT IS 2250FT AND THE RECORDED TEMPERATURE AT TIME OF TKOF WAS 83 DEGREES.

Brief of Accident (Continued)

File No. - 2055

5/26/85

WOODBIDGE, VA

A/C Reg. No. N1417J

Time (Lcl) - 1240 EDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. AIRCRAFT WEIGHT AND BALANCE - NOT PERFORMED - PILOT IN COMMAND
  3. JUDGEMENT - POOR - PILOT IN COMMAND
  4. OBJECT - TREE(S)
- 

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

5. STALL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #3

Phase of Operation    DESCENT - UNCONTROLLED

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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2154      9/14/85      WILLIAMSBURG, VA      A/C Reg. No. N2821Y      Time (Lc1) - 1400 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Pass	0	0	1	0
Accident Occurred During	-LANDING	NONE	0	0	3	0

-----Aircraft Information-----

Make/Model	- PIPER PA-32-300	Eng Make/Model	- LYCOMING IO-540 K1G5D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing      - FSS</p> <p>Method            - TELEPHONE</p> <p>Completeness    - FULL</p> <p>Basic Weather    - VMC</p> <p>Wind Dir/Speed- 040/013 KTS</p> <p>Visibility        - 20.0 SM</p> <p>Lowest Sky/Clouds - 25000 FT SCATTERED</p> <p>Lowest Ceiling    - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation     - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point WILMINGTON, DE</p> <p>Destination WILLIAMSBURG, VA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance    - NONE</p> <p>Type Apch/Lndg       - TRAFFIC PATTERN</p>	<p>Airport Proximity UNK/NR</p> <p>Airport Data WILLIAMSBURG</p> <p>Runway Ident        - 31</p> <p>Runway Lth/Wid     - 3214/ 60</p> <p>Runway Surface     - ASPHALT</p> <p>Runway Status       - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 798
SE LAND	Months Since - 1	Make/Model- 88
	Aircraft Type - UNK/NR	Instrument- 40
		Last 24 Hrs - UNK/NR
		Last 30 Days- 18
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT CONTACTED THE FIELD ON UNICOM FREQUENCY OF 122.8 AND WAS INFORMED THAT THE ACTIVE RWY WAS 31, WITH WIND FROM 040 DEGREES AT 13 KNOTS. THE FINAL APPROACH WAS MADE WITH CRAB AND POWER, BUT JUST PRIOR TO TOUCHDOWN, THE RIGHT WING LIFTED AND THE ACFT VEERED LEFT OFF RWY 31, COLLIDING WITH SHRUBS.



Brief of Accident (Continued)

File No. - 2154

9/14/85

WILLIAMSBURG, VA

A/C Reg. No. N2821Y

Time (Lc1) - 1400 EDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - CROSSWIND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

5. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2178      10/19/85      THE PLAINS,VA      A/C Reg. No. N8422K      Time (Lcl) - 1445 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - STINSON 108-1 VOYAGER	Eng Make/Model - FRANKLIN 6A4150-B3	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2100	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	WARRENTON,VA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 220/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 13000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 20000 FT OVERCAST	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 269
SE LAND	Months Since - 2	Last 24 Hrs - 3
	Aircraft Type - 172	Make/Model- 6
		Instrument- 45
		Last 30 Days- UNK/NR
		Last 90 Days- 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE FLYING STRAIGHT AND LEVEL AT 3100 FEET MSL, OVER VIRGINIA ROUTE 66 AND ROUTE 245, THE ENGINE BEGAN TO VIBRATE TO THE EXTENT THAT THE PLT THOUGHT THAT IT MIGHT SEPARATE FROM THE AIRFRAME. THE PLT SELECTED A FIELD AND SET UP AN APPROACH. ON FINAL, THE PLT DECIDED THAT THE FIELD WAS UNSUITABLE FOR LANDING. PWR WAS APPLIED AND THE PLT EXECUTED A 180 DEGREE TURN TO AN ALTERNATE FIELD. ACCORDING TO THE PLT, HIS AIRSPEED WAS TOO HIGH TO STOP IN THE SECOND FIELD, AND HE TURNED RIGHT ABOUT 45 DEGREES, AIMING FOR A NARROW BREAK IN THE TREE LINE. AFTER SEVERING THREE SMALL TREES, THE ACFT NOSED OVER AND ROTATED TO A STOP, COMING TO REST IN AN UPRIGHT POSITION. ACCORDING TO THE PLT, AN ENGINE MOUNT JOINT WAS CRACKED IN THE WELD ITSELF, AND MOST OF THE FRACTURE SURFACES APPEARED AS IF A CRACK EXISTED PRIOR TO THE ACCIDENT FLIGHT.

Brief of Accident (Continued)

File No. - 2178

10/19/85

THE PLAINS, VA

A/C Reg. No. N8422K

Time (Lcl) - 1445 EDT

-----  
Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, MOUNT - CRACKED
  2. ENGINE ASSEMBLY - VIBRATION
  3. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
- 

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

5. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2161

2/16/85

CHENEY, WA

A/C Reg. No. N28833

Time (Lcl) - 0700 PST

-----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 - UNKNOWN  
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 C-85  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 85 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 120/009 KTS  
Visibility - 30.0 SM  
Lowest Sky/Clouds - 20000 FT THIN BKN  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAWN

Itinerary

Last Departure Point  
UNKNOWN  
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 - SNOW - WET  
SNOW - CRUSTED

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
NONE

Age - 35  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - EXPIRED  
Flight Time (Hours)

Total - UNK/NR	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACFT WAS FOUND ABANDONED AFTER SUSTAINING SUBSTANTIAL DAMAGE IN APPARENT LNDG ATTEMPT IN SNOW-COVERED MARSH. PRESUMED PILOT HAD EXPIRED STUDENT CERTIFICATE AND HAD REGISTERED ACFT TO SELF UNDER AN ALIAS. CIRCUMSTANCES OF MISHAP UNKNOWN.

Brief of Accident (Continued)

File No. - 2161

2/16/85

CHENEY, WA

A/C Reg. No. N28833

Time (Lcl) - 0700 PST

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Occurrence            UNDETERMINED

Phase of Operation    LANDING

Finding(s)

1. UNDETERMINED

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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2019      11/14/85      GIG HARBOR, WA      A/C Reg. No. N31131      Time (Lcl) - 1200 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BRISBIN PIENTENPOL AIRCAMPER	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	TACOMA, WA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	PORT ORCHARD, WA	TACOMA NARROWS
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 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 - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1450
SE LAND	Months Since - 7	Make/Model- 10
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 25
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A TOTAL LOSS OF POWER OCCURRED FOR UNKNOWN REASONS SHORTLY AFTER TAKEOFF. A 75 FOOT TREE WAS STRUCK WITH THE AIRCRAFT STRIKING THE GROUND NOSE FIRST AND THEN COMING TO REST INVERTED. THE ENGINE WAS TESTED AND RAN NORMALLY WITH NO ABNORMALITIES WITH THE EXCEPTION OF EXTREMELY LOW COMPRESSION ON CYLINDERS TWO THROUGH FOUR.

Brief of Accident (Continued)

File No. - 2019

11/14/85

GIG HARBOR, WA

A/C Reg. No. N31131

Time (Lc1) - 1200 PST

Occurrence #1      LOSS OF POWER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)  
1. UNDETERMINED

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING

Finding(s)  
2. TERRAIN CONDITION - NONE SUITABLE

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING

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. - 2093      12/29/85      DES MOINES, WA      A/C Reg. No. N1152T      Time (Lcl) - 1813 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 1	0	0	0
Accident Occurred During	-DESCENT		Pass 3	0	0	0

-----Aircraft Information-----

Make/Model	- MOONEY AIRCRAFT CORP. M20K	Eng Make/Model	- CONTINENTAL TS10-360-GB	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	- 210 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - IN PERSON</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 260/004 KTS</p> <p>Visibility - 1.000 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 300 FT BROKEN</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - RAIN</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point HILLSBORO, OR</p> <p>Destination SEATTLE, WA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

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 - 341
SE LAND	Months Since - 20	Make/Model- 36
	Aircraft Type - M20J	Instrument- 43
		Multi-Eng - 2
		Last 24 Hrs - 3
		Last 30 Days- 3
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE WEATHER BRIEFER INFORMED THE PILOT THAT VFR WAS NOT RECOMMENDED DUE TO CURRENT/FORECAST CONDITIONS. THE NON INSTRUMENT RATED PILOT THEN FILED A VFR FLIGHT PLAN RESPONDING THAT HE WAS IFR RATED AND WOULD FILE INFLIGHT IF NECESSARY. WITNESSES REPORTED OBSERVING THE AIRCRAFT CRUISING NORTHBOUND OVER I-5 AT A MODERATE SPEED AND LOW ALTITUDE BENEATH THE CLOUDS. WEATHER CONDITIONS IN THE VICINITY OF THE ACCIDENT SITE WERE DESCRIBED AS 300 FOOT CEILING AND 1 MILE VISIBILITY. DARK NIGHT CONDITIONS EXISTED WHEN THE AIRCRAFT STRUCK POWER LINE 75 FEET ABOVE THE I-5 MEDIAN AND 6 NAUTICAL MILES SOUTH OF THE DESTINATION AIRPORT. IN SPITE OF DETERIORATING WEATHER CONDITIONS THE PILOT MADE NO ATTEMPT TO DIVERT ALONG HIS ROUTE OF FLIGHT TO A MORE FAVORABLE DESTINATION. AN ENTRY REFERRING TO 'SCUD FLYING' WAS NOTED IN THE PILOT'S LOGBOOK.



Brief of Accident (Continued)

File No. - 2093

12/29/85

DES MOINES,WA

A/C Reg. No. N1152T

Time (Lcl) - 1813 PST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND
2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
5. WEATHER CONDITION - LOW CEILING
6. LIGHT CONDITION - DARK NIGHT
7. OBJECT - WIRE, TRANSMISSION

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2181      4/20/85      JANESVILLE,WI      A/C Reg. No. N68V      Time (Lcl) - 2120 CST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage									
Name of Carrier	-J. RICHARD WIXOM	SUBSTANTIAL		Fatal	0	Serious	0	Minor	0	None	1
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire		Crew	0		0		0		1
Flight Conducted Under	-14 CFR 135	ON GROUND		Pass	0		0		0		1
Accident Occurred During	-TAXI										

-----Aircraft Information-----

Make/Model	- BEECH E185	Eng Make/Model	- P & W R-985-AN-14B	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 9300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 450 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CHICAGO,IL	Runway Ident - N/A
Wind Dir/Speed- 190/016 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - 15000 FT SCATTERED	Type of Clearance - IFR	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 - 34	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 4834	Last 24 Hrs - UNK/NR
SE LAND,ME LAND	Months Since - 1	Make/Model- 86	Last 30 Days- UNK/NR
	Aircraft Type - E-185	Instrument- 0	Last 90 Days- 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON APRIL 20,1985 AT APPROX. 2100HRS LOCAL TIME A BEECHCRAFT MODEL E185 N68Y OWNED AND OPERATED BY BLACKHAWK AIRWAYS INC. WAS CONDUCTING A NORMAL RUNUP IN PREPARATION FOR A FLIGHT FROM JANESVILLE, WI. (JVL) TO CHICAGO IL. (ORD). AT THE COMPLETION OF THE OF THE RUNUP,BUT PRIOR TO TAKING THE RUNWAY FOR TAKEOFF FIRE WAS DISCOVERED IN THE VICINITY OF THE LEFT ENGINE. AFTER ADVISING THE JANESVILLE CONTROL TOWER OF THE PROBLEM AND REQUESTING ASSISTANCE, THE PILOT ATTEMPTED TO BLOW THE FIRE OUT AND AFTER BEING UNSUCCESSFUL, SECURED BOTH ENGINES AND EEXITED THE AIRCRAFT ALONG WITH HIS PASSENGER. THE FIRE WAS ESTINGUISHED BY AIRPORT FIREFIGHTING EQUIPMENT ASSISTED BY UNITS OF THE BELOIT, WI. FIRE DEPT. SOURCE OF FIRE APPEARS TO BE FROM A FUEL LINE, BUT EXACT SOURCE UNDETERMINED DUE TO FIRE DAMAGE.

Brief of Accident (Continued)

File No. - 2181

4/20/85

JANESVILLE,WI

A/C Reg. No. N68V

Time (Lc1) - 2120 CST

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Occurrence

FIRE

Phase of Operation

TAXI - TO TAKEOFF

Finding(s)

1. FUEL SYSTEM,LINE - LEAK

2. FIRE EXTINGUISHING EQUIPMENT - NOT RECEIVED - PILOT IN COMMAND

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-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2097

6/28/85

COLEMAN, WI

A/C Reg. No. N3859R

Time (Lcl) - 1130 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	2

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

-----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- 150/007 KTS  
Visibility - 12.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
CRIVITZ, WI  
Destination  
OCONTO, WI

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 58  
Biennial Flight Review  
Current - YES  
Months Since - 2  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 172  
Make/Model- 37  
Instrument- 7  
Last 24 Hrs - 4  
Last 30 Days- UNK/NR  
Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DEPARTED ON A SHORT X-COUNTRY FLT. STATED FUEL ABOARD WAS 8 GLS. PILOT DIVERTED FROM DRCT FLT AND RAN OUT OF FUEL AFTER ONE HOUR AIRBORNE. LD IN FARM FIELD. STRUCK A POST WITH RESULTANT SUB DAMAGE TO AIRFRAME.

Brief of Accident (Continued)

File No. - 2097

6/28/85

COLEMAN, WI

A/C Reg. No. N3859R

Time (Lcl) - 1130 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

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. - 2089      7/31/85      EUREKA,WI

A/C Reg. No. N8503E

Time (Lcl) - 1120 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Injuries		
		Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	4

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 - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC

Itinerary

Last Departure Point  
SEBRING,OH  
Destination  
OSHKOSH,WI

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

Wind Dir/Speed- 270/010 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 5500 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 30  
Biennial Flight Review  
Current - YES  
Months Since - 12  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	390	Last 24 Hrs -	2
Make/Model-	280		Last 30 Days-	UNK/NR
Instrument-	91		Last 90 Days-	13

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PRIOR TO TAKEOFF THE PILOT CALCULATED THAT WITH 48 GALLONS OF FUEL HE COULD MAKE THE FOUR HOUR FLIGHT TO OSHKOSH WITH ONE HOUR OF FUEL TO SPARE. UPON ARRIVING AT A POINT 25 MI SW OF OSHKOSH HE RECEIVED A REQUEST TO DESCEND 1200 FT, A REQUEST TO CLIMB 1200 FT AND A REQUEST TO CHANGE HEADING NUMEROUS TIMES. HE COMPLIED WITH THESE REQUESTS WHICH WERE NECESSARY TO WORK HIM INTO THE TRAFFIC FLOW WHICH WAS CONGESTED DUE TO THE ANNUAL EAA FLY-IN. HIS ENGINE BEGAN TO FAIL DUE TO FUEL EXHAUSTION AND HE PERFORMED A FORCED LANDING WHICH SUBSTANTIALLY DAMAGED THE AIRCRAFT. FAA PERSONNEL STATED THAT IF THE PILOT WOULD HAVE WARNED THEM ABOUT HIS FUEL STATE BEFORE THE ENGINE BEGAN TO FAIL, THEY WOULD HAVE GIVEN HIM A MORE DIRECT ROUTING TO THE RUNWAY.

Brief of Accident (Continued)

File No. - 2089

7/31/85

EUREKA,WI

A/C Reg. No. N8503E

Time (Lc1) - 1120 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM,BATTERY - EXHAUSTION
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND
4. PRECAUTIONARY LANDING - NOT PERFORMED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,PSYCHOLOGICAL CONDITION - PILOT IN COMMAND
6. REFUELING - NOT PERFORMED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN AIRCRAFT'S ABILITY - 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)

8. TERRAIN CONDITION - NONE SUITABLE
9. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2086      8/05/85      WALWORTH,WI      A/C Reg. No. N11VS      Time (Lcl) - 0730 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
DESTROYED

		Fatal	Serious	Minor	None
Fire	Crew	1	0	0	0
NONE	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 182Q  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2950  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL O-470-U  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 230 HP

ELT Installed/Activated - 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      - .250 SM  
Lowest Sky/Clouds      -  
Lowest Ceiling      - 100 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
WALWORTH,WI  
Destination  
HAMPSHIRE,IL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND,ME LAND

Age - 72  
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 PILOT TOOK OFF WITH WEATHER CONDITIONS OF 100 FT CEILING & VISIBILITY OF 1/4 MILE. THE FLIGHT TOOK OFF TO THE SOUTH & CRASHED IN A CORN FIELD SOUTH OF THE AIRSTRIP TRACKING 058. THE ENGINE WAS HEARD AT A HIGH POWER SETTING JUST PRIOR TO IMPACT.



Brief of Accident (Continued)

File No. - 2086

8/05/85

WALWORTH,WI

A/C Reg. No. N11VS

Time (Lc1) - 0730 CDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    CLIMB

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
  2.     IMPROPER DECISION,MOTIVATION - PILOT IN COMMAND
  3. DESCENT - UNCONTROLLED - PILOT IN COMMAND
  4.     PHYSICAL IMPAIRMENT(HEART ATTACK) - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - GROUND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2101      11/01/85      KENOSHA,WI      A/C Reg. No. N92302      Time (Lc1) - 1830 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -APPROACH

Aircraft Damage  
DESTROYED

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 182N  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2800  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL O-47OR  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 230 HP

ELT Installed/Activated - YES-UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL

Basic Weather      - IMC  
Wind Dir/Speed-      UNK/NR

Visibility      - 2.000 SM

Lowest Sky/Clouds      - UNK/NR

Lowest Ceiling      - 500 FT OVERCAST

Obstructions to Vision-      FOG

Precipitation      - SNOW

Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point

TOLDEO,OH

Destination

KENOSHA,WI

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance      - IFR

Type Apch/Lndg      - VOR/TVOR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

KENOSHA MUNICIPAL

Runway Ident      - 14

Runway Lth/Wid      - 4200/      75

Runway Surface      - ASPHALT

Runway Status      - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

HELICOPTER

Age -      50

Biennial Flight Review

Current      - YES

Months Since      - 20

Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 2600      Last 24 Hrs -      6

Make/Model-      175      Last 30 Days-      UNK/NR

Instrument-      490      Last 90 Days-      22

Multi-Eng -      55      Rotorcraft -      50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PILOT THE FLIGHT FROM TOLEDO TO THE KENOSHAAREA WAS UNEVENTFUL. DURING THE VOR APPROACH TO RWY 14 (APPROX 2 MILES FROM THE END OF THE RUNWAY) THE AIRCRAFT IMPACTED THE GROUND AND WAS DESTROYED. THE PILOT STATED THAT THE LAST THING HE REMBERED BEFORE IMPACT WAS SEEING 1100 FEET MSL ON HIS ALTIMETER. HE WAS USING THE CORRECT ALTIMETER SETTING. THE ALTIMETER WAS LATER GIVEN A COMPLETE SCALE ERROR CHECK AT AN INDEPENDENT AVIONICS REPAIR FACILITY. THE RESULTS OF THIS TEST INDICATED AN ERROR RANGE OF -400 FT AT A SIMULATED ALTITUDE OF 1000 FT TO -950 FT AT A SIMULATED ALTITUDE OF 20000 FT. IT IS A NON-ENCODING ALTIMETER AND WAS LAST CHECKED BY A CERTIFIED REPAIR STATION APPROXIMATELY 19 MONTHS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2101

11/01/85

KENOSHA,WI

A/C Reg. No. N92302

Time (Lc1) - 1830 CST

-----  
Occurrence #1            AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation      UNKNOWN

Finding(s)

1. FLIGHT/NAV INSTRUMENTS,ALTIMETER - FALSE INDICATION
  2. MAINTENANCE,INSPECTION OF AIRCRAFT - NOT OBTAINED - PILOT IN COMMAND
  3. MAINTENANCE,CALIBRATION - NOT OBTAINED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation      APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

-----  
----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. - 2122      10/03/85      HURRICANE,WV      A/C Reg. No. N9629U      Time (Lc1) - 1145 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 3	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - GRUMMAN AMERICAN AVN. CO AA-5	Eng Make/Model - LYCOMING O-320-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 - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	RAVENSWEED,WV	
Completeness - PARTIAL,LMTD BY FCSTR	Destination	Airport Data
Basic Weather - IMC	GRUNDY,VA	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 400 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 100
SE LAND	Months Since - 2	Last 24 Hrs - UNK/NR
	Aircraft Type - AA5	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

N9629U CRASHED IN A WOODED AREA NEAR HURRICANE, WEST VIRGINIA WHILE CONDUCTING A VISUAL FLIGHT FROM MILLWOOD, WV TO GRUNDY, VIRGINIA. THE PILOT AND AIRCRAFT WERE CERTIFICATED IN ACCORDANCE WITH CURRENT FARs. THE PILOT RECEIVED A WEATHER BRIEFING FOR THE INTENDED ROUTE OF FLIGHT. THE LOWEST CONDITION REPORTED WAS 400 FOOT CEILING WITH SCATTERED CLOUDS IN WEST VIRGINIA. THE AIRCRAFT COLLIDED WITH TREES AND BURNED AFTER STRIKING THE GROUND. THE WRECKAGE SITE WAS SMALL AND THE SWATH THROUGH THE TREES WAS NARROW. THE INVESTIGATION FAILED TO DISCLOSE ANY MATERIAL OR SYSTEM MALFUNCTION OR FAILURE. THE PILOT WAS NOT INSTRUMENT RATED.

Brief of Accident (Continued)

File No. - 2122

10/03/85

HURRICANE,WV

A/C Reg. No. N9629U

Time (Lcl) - 1145 EDT

Occurrence #1      IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
2. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

3. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
4.      IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND
5. OBJECT - TREE(S)

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

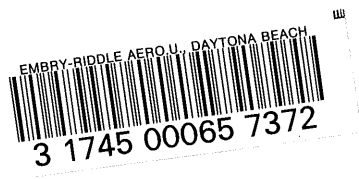
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

NTSB-AAB-86-25

Brief Format

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