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NATIONAL TRANSPORTATION SAFETY BOARD



WASHINGTON, D.C. 20594

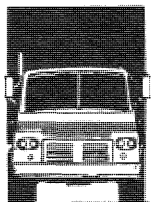
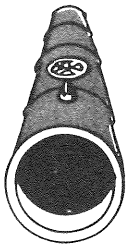
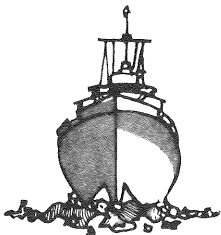
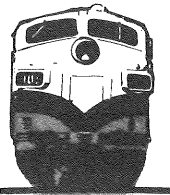
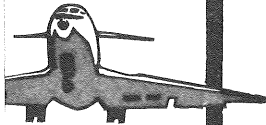
AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 12, 1985 ACCIDENTS

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TECHNICAL REPORT DOCUMENTATION PAGE

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16. Abstract <p>This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1985. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.</p> <p style="text-align: center;">File Numbers: 2201 through 2400</p>					
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FOREWORD

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

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

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

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

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

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

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

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DEFINITIONS

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

Aircraft Accidents

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 12

CALENDAR YEAR 1985

File Order Listing - Issue No. 12, 1985

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2201	9042M	050785	ANCHORAGE, AK	CESSNA	180H	FATAL	2
2202	5815Y	101685	PENSACOLA, FL	PIPER	PA-23-250	FATAL	92
2203	757LV	032285	BIXBY, OK	CESSNA	152	FATAL	246
2206	60817	022285	BENTONVILLE, AR	PIPER	PA-601P	MINOR	28
2207	25Q	092585	HUNTINGTON, WV	BEECH	D18S	FATAL	372
2208	541DM	041985	CASTROVILLE, TX	WISCONSIN ST	SONERAI II	NONE	294
2209	657WM	101885	FT. LAUDERDALE, FL	CESSNA	421C	MINOR	94
2210	63200	092485	PAHOKEE, FL	CESSNA	150M	MINOR	86
2211	13750	081485	IMMOKALEE, FL	CESSNA	C-172M	SERIOUS	82
2213	15BX	103185	PAHOKEE, FL	CESSNA	152	NONE	104
2214	79386	102885	STARKE, FL	MOONEY	M20C	NONE	102
2215	214RM	061985	SQUAW VALLEY, CA	BELL	214B-1	FATAL	58
2217	6083Z	072485	ANTLER, ND	PIPER	PA-25	NONE	222
2218	64005	122285	BRIGHAM CITY, UT	CESSNA	172	SERIOUS	358
2219	4169U	090685	FRUITPORT, MI	CESSNA	170A	MINOR	190
2220	81AS	062385	ST. PAUL, MN	PDPS PZL WIL	PZL-104 WI	SERIOUS	196
2222	3013Q	092285	MONROE, MI	CESSNA	182K	MINOR	192
2223	46L	112485	FORT WAYNE, IN	BEECH	E18S	NONE	156
2224	731LX	082785	RAYVILLE, LA	CESSNA	A188B	NONE	168
2225	7025V	122685	SAN ANTONIO, TX	MOONEY	M20C	MINOR	352
2226	8358C	122185	PFLUGERVILLE, TX	ROBINSON	R-22HP	NONE	348
2227	2431V	051485	BOERNE, TX	CESSNA	140	NONE	298
2228	1069Q	122085	HURST, TX	BELL	BH206L-1	NONE	346
2229	4731H	120885	FRISCO, TX	CESSNA	152II	NONE	340
2230	201QW	110885	GLADEWATER, TX	MOONEY	MK20J	MINOR	336

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2231	6393P	103185	TERRELL, TX	PIPER	PA-24-250	NONE	332
2232	9348W	103185	YANTIS, TX	PIPER	PA-28-235	MINOR	334
2233	9074U	122385	SONORA, TX	ROBINSON	R22 HT	SERIOUS	350
2235	8197J	071685	CRANE, TX	BELL	47G-5	NONE	306
2236	6001B	111685	GOLDSBY, OK	CESSNA	182	NONE	260
2237	8535G	122685	TULSA, OK	CESSNA	150F	NONE	262
2238	3380Q	041985	AMARILLO, TX	CESSNA	421B	NONE	292
2239	3671E	102585	FLUVANNA, TX	PIPER	PA-36-300	NONE	330
2240	4715	111785	LUBBOCK, TX	LAGATORE	THORP T-18	FATAL	338
2241	7935K	072885	ALPINE, TX	BEECH	35-B33	NONE	310
2242	30986	080585	DUNCAN, OK	PIPER	J4A	NONE	254
2243	47300	080585	SAND SPRINGS, OK	CESSNA	152	MINOR	252
2244	187AR	080185	HORNTOWN, OK	CESSNA	150M	NONE	250
2245	872B	060185	FORT WORTH, TX	MOONEY	M20	NONE	300
2246	1020D	081085	FALFURRIAS, TX	PIPER	PA-28-140	NONE	314
2247	NONE	041885	HOCKLEY, TX	CONDOR AIRCR	CONDOR III	FATAL	290
2248	8556C	050885	MCLESTER, OK	ROBINSON	R-22A	NONE	248
2249	4012P	083085	ROSHARON, TX	ROCKWELL	S2R-600	MINOR	322
2250	17VE	040585	LAPORTE, TX	JOHNSON-RAND	KR-2	FATAL	288
2251	6710E	032385	SONORA, TX	CESSNA	175	NONE	286
2252	4287H	100685	AMERICUS, GA	MOONEY	M20J	SERIOUS	128
2253	9017E	102185	MARCO ISLAND, FL	HUGHES	269A	NONE	96
2254	4445K	121685	SPARTANBURG, SC	PIPER	PA-31T	NONE	280
2255	8000R	101285	OCHOPEE, FL	BEECH	65A-80	NONE	88
2256	4802B	101285	WEST PALM BEACH, FL	CESSNA	152	NONE	90

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2257	5219F	102785	FORT WALTON BCH, FL	CESSNA	172F	MINOR	100
2258	4275D	102685	DESTIN, FL	BEECH	G35	NONE	98
2259	4688D	092485	HOLLYWOOD, FL	CESSNA	172N	NONE	84
2260	7505P	092185	BAYPORT, NY	PIPER	PA-24-180	NONE	234
2261	761YK	071985	KILGORE, TX	CESSNA	T210M	NONE	308
2262	21814	081585	CUSHING, OK	CESSNA	A188B	MINOR	256
2263	5MF	091485	KERRVILLE, TX	HOME BUILT	TIGER BIRD	NONE	324
2264	4438V	061785	LAKE CHARLES, LA	TERATORN	TIERRA II	FATAL	162
2265	652FL	120585	SELINS GROVE, PA	PIPER	PA-28	FATAL	268
2266	21903	092285	HILLSBORO, OH	CESSNA	150L	FATAL	240
2267	404EX	081685	SOUTH LYON, MI	CESSNA	404	FATAL	188
2268	8951F	071085	COAL VALLEY, IL	HUGHES	269A1A	NONE	146
2269	516L	062985	HART, MI	LAKE	LA-4-200	NONE	184
2270	9271A	101985	MURPHYSBORO, IL	CESSNA	170A	FATAL	152
2271	9254R	062885	WASKISH, MN	CESSNA	188B	NONE	198
2272	687B	072585	EDEN PRAIRIE, MN	BEECH	J35	FATAL	206
2273	6208V	120385	EAST LIVERPOOL, OH	CESSNA	172RG	NONE	242
2274	86JB	112485	TONTITOWN, AR	CESSNA	P210N	FATAL	32
2275	7188R	091485	HAMBURG, NJ	PIPER	PA-28-140	FATAL	224
2276	78913	021685	QUARRYVILLE, PA	MOONEY	M20C	FATAL	264
2277	480AG	082185	WELSH, LA	ADVANCED TEC	PREDATOR 4	MINOR	166
2278	67803	100385	LAKE CHARLES, LA	CESSNA	152	NONE	170
2279	4624N	122785	SPOKANE, WA	CESSNA	402B	NONE	362
2280	7304T	080985	LUBBOCK, TX	CESSNA	R182	NONE	312
2281	8203D	070985	AUSTIN, TX	PIPER	PA-28-181	MINOR	304

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2282	8045J	082485	SAN ANGELO, TX	PIPER	AEROSTAR 6	NONE	318
2283	190M	081785	PATTONVILLE, TX	DOUGLAS	TB-26B	MINOR	316
2284	91460	091485	MIDLAND, TX	RYAN	NAVION	NONE	326
2285	6393T	082585	LEAGUE CITY, TX	CESSNA	305A	SERIOUS	320
2286	5838X	051485	MARFA, TX	CESSNA	310F	FATAL	296
2287	5491E	050585	BUNKIE, LA	ALON	A-2	SERIOUS	160
2288	104DC	101985	JENNINGS, LA	NORTH AMERIC	AT6G	NONE	172
2289	3607C	072985	HOUMA, LA	S.N.I.A.S.	AS350D AST	FATAL	164
2291	5750L	100385	ROBBINSVILLE, NJ	MOONEY	M20J	FATAL	226
2292	60563	102685	FREEPORT, PA	CESSNA	150	SERIOUS	266
2293	9069G	101885	STERLING, MA	ROBINSON	R22A	NONE	180
2294	678TV	101785	COLTS NECK, NJ	BELL	206B	NONE	228
2295	8475Q	102385	BLOCK ISLAND, RI	CESSNA	185	MINOR	272
2296	40199	122985	HOQUIAM, WA	STINSON	108	FATAL	364
2297	2176D	032185	MOJAVE, CA	BEECH	B35D	FATAL	46
2298	7245Q	041385	PAGE, AZ	CESSNA	172	NONE	34
2299	86229	112285	MIAMI, FL	ENSTROM	F-28F	NONE	116
2300	54WP	110985	DUNNELLON, FL	PARSONS	B/P GYROCO	FATAL	112
2301	761YS	122085	KANSAS CITY, MO	CESSNA	T210M	FATAL	212
2302	5173U	121485	HARDIN, MT	CESSNA	206	NONE	216
2303	75015	090285	OGDEN, UT	PIPER	PA-34-200T	FATAL	354
2305	69037	071085	ROCHESTER, MN	CESSNA	152	NONE	200
2306	100VE	122885	MINNEAPOLIS, MN	BEECH	G18S	NONE	208
2307	8687S	122885	GLIDDEN, WI	CESSNA	150	SERIOUS	368
2308	4628S	070685	WOOSTER, OH	JODEL	D-11	NONE	238

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2309	1729K	070385	CARBONDALE, IL	CESSNA	310D	NONE	144
2310	15120	072385	PORT LIONS, AK	STINSON	SR6	FATAL	14
2311	735TQ	081885	SAFFORD, AZ	CESSNA	182Q	NONE	40
2312	11RJ	110785	ST.PETERSBURG, FL	PIPER AIRCRA	PA-34-200T	NONE	108
2313	7962Q	110785	FORT PIERCE, FL	CESSNA	310G	NONE	106
2314	24MS	103185	GULF OF MEXICO, GM	PIPER AIRCRA	PA-34-200T	FATAL	136
2315	800JH	091985	NEOLA, WV	CESSNA	177RG	NONE	370
2317	3957D	071385	GILROY, CA	LARRY ROBBIN	BAKENG DUC	SERIOUS	68
2318	5473G	071985	KENNESAW, GA	CESSNA	421C	FATAL	126
2320	4862S	110985	SORRENTO, FL	PIPER	PA-32-260	FATAL	110
2321	9636P	041985	WALNUT GROVE, CA	PIPER	PA25-235	FATAL	50
2322	3434	040385	GRAND RAPIDS, MI	DEHAVILLAND	DHC-6-200	NONE	182
2323	6993N	061485	MINERAL WELLS, TX	CESSNA	T210N	MINOR	302
2324	545HA	041285	KLAMATH, CA	HILLER	UH12J3	SERIOUS	48
2325	3588T	090885	ANCHORAGE, AK	TAYLORCRAFT	19	NONE	18
2326	69814	082085	HOLLY GROVE, VA	CESSNA	182P	NONE	360
2327	50239	051785	TALLAHASSEE, FL	CESSNA	150H	SERIOUS	80
2328	9434F	071685	NORTHWAY, AK	HUGHES	H-269B	NONE	12
2329	90921	100485	PTARMIGAN PASS, AK	CHAMPION	CITABRIA 7	SERIOUS	20
2330	29705	080785	WASILLA, AK	TAYLORCRAFT	BC12D	NONE	16
2331	90333	102585	ALBUQUERQUE, NM	GLOBE	GC-1B	FATAL	232
2332	332B	102085	T/C, NM	BEECHCRAFT	D50A	NONE	230
2333	66RD	102185	HAWKINSVILLE, GA	CESSNA	182P	NONE	130
2334	3890P	100785	GRAYSLAKE, IL	CESSNA	P210N	NONE	150
2335	6139F	072185	BURLINGTON, WI	CESSNA	210H	SERIOUS	366

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2336	49737	072085	FARMINGTON, MN	BELL	206BII	NONE	204
2337	404Z	052685	JOLIET, IL	HUGHES	300	MINOR	142
2338	8215B	060685	NEWNAN, GA	PIPER	PA-32R-301	MINOR	124
2339	5986S	112485	GURLEY, AL	BEECH	A23-19	NONE	26
2340	4707N	120785	STONE MOUNTAIN, GA	CESSNA	182Q	NONE	134
2341	478KA	042085	KAILUA/KONA, HI	BELL	206-L1	MINOR	138
2342	1809Q	051185	EMMONAK, AK	CESSNA	207A	NONE	6
2342	9975M	051185	EMMONOK, AK	CESSNA	207	NONE	4
2343	9828M	061585	EEK, AK	CESSNA	207	SERIOUS	10
2344	777YA	121585	DILLINGHAM, AK	DOUGLAS	DC-3C	NONE	22
2345	23105	091485	ELKHART, IN	VANBENTHUYSE	BEDE BD-5B	FATAL	154
2346	7198P	070485	SANTA MARIA, CA	PIPER	PA-24-250	NONE	60
2347	69118	042185	SUNLAND, CA	CESSNA	152	FATAL	52
2348	73646	061985	GLENN, CA	GRUMMAN	G-164	NONE	56
2349	8487K	102885	GILA BEND, AZ	SCHWEIZER AI	G-164B	SERIOUS	44
2350	7649Q	061485	CHINO, CA	CESSNA	310Q	SERIOUS	54
2351	1280F	070685	VACAVILLE, CA	CESSNA	172	SERIOUS	64
2352	2191Q	121785	BIG LAKE, AK	CESSNA	C-177RG	NONE	24
2353	8849Q	041985	TUBA CITY, AZ	CESSNA	U206G	FATAL	36
2354	1400H	111385	WELLSVILLE, NY	PIPER	PA-28-161	FATAL	236
2355	7229N	052785	GLENDALE, AZ	CESSNA	182P	MINOR	38
2356	2900J	121485	DONNA, TX	CESSNA	150G	NONE	342
2357	4732E	111885	LEEVILLE, LA	CESSNA	C185	NONE	178
2358	52995	110885	MONROE, LA	CESSNA	172P	NONE	176
2359	334BA	122085	CLEVELAND, OH	FAIRCHILD	SA226TC	NONE	244

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2361	28LS	073085	PAXTON, IL	LARRY SCHIND	MIDGET MUS	FATAL	148
2362	2637V	092685	ENNIS, TX	CESSNA	177RG	NONE	328
2363	735SS	111485	EDENTON, NC	CESSNA	182Q	FATAL	220
2364	220WA	121585	BEEVILLE, TX	ADAMS WILLIA	QUICKIE Q1	NONE	344
2365	45CJ	082385	OKMULGEE, OK	JAMES/VIKING	DRAGONFLY	NONE	258
2366	2785N	072185	HART, MI	CESSNA	120	NONE	186
2367	3828V	123185	GRYGLA, MN	CESSNA	170A	NONE	210
2368	430MB	110685	BROWNSTONE, MI	BELL	206L	MINOR	194
2369	23702	071085	ROSEAU, MN	AIRTRACTOR I	AT301	NONE	202
2370	201QN	112485	SARASOTA, FL	MOONEY	M20J	FATAL	120
2372	93527	110285	ARCADIA, LA	CESSNA	152	FATAL	174
2373	1959G	101085	KREMMLING, CO	BELL HELICOP	BH 206BII	SERIOUS	76
2374	2858E	092185	HALLS, TN	CESSNA	172N	FATAL	282
2375	8470X	030985	ROBBINSVILLE, NC	PIPER	PA-32-301	FATAL	218
2376	123TT	111885	CHESTER, SC	PIPER	PA-23-250	FATAL	276
2377	9867C	112385	LANTANA, FL	NORTH AMERIC	T-28A	FATAL	118
2378	823AR	111885	FT. LAUDERDALE, FL	CESSNA	210M	NONE	114
2379	28495	110985	GOLD RUN, CA	GRUMMAN AMER	AA-5B	FATAL	74
2380	81PW	070785	BAKERSFIELD, CA	POLLIWAGEN I	UNKNOWN	FATAL	66
2381	88M	080385	VAN NUYS, CA	PITTS	S-2A	NONE	70
2382	6740T	072285	KAHULUI, HI	CESSNA	310D	MINOR	140
2383	4975M	102785	SAN CARLOS, CA	S. PICCOLOTT	CASSUTT SH	NONE	72
2384	787N	110385	CHARLESTON, WV	BOEING	737	SERIOUS	374
2385	73635	051685	GOLOVIN, AK	CESSNA	C-207A	FATAL	8
2386	7080D	120185	LAKELAND, FL	BEECH	60	NONE	122

File Order Listing - Issue No. 12, 1985

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2387	5388F	120785	CLOVER, SC	PIPER	PA-28-181	NONE	278
2388	2854S	101985	CHATTANOOGA, TN	PIPER	PA-28-201T	MINOR	284
2389	4482K	070485	BLUE RAPIDS, KS	RYAN	NAVION	SERIOUS	158
2390	26714	102585	FLAGSTAFF, AZ	GRUMMAN AMER	AA-5A	NONE	42
2391	856AA	042385	LITTLE ROCK, AR	BOEING	727-223	SERIOUS	30
2394	999B	120185	ALBANY, GA	AERO COMMAND	500	NONE	132
2395	231A	121585	LANGHORNE, PA	MOONEY	M20K	FATAL	270
2396	7475W	080985	ABBEVILLE, SC	PIPER	PA-28-180	FATAL	274
2397	27CF	103085	BULLFROG BASIN, CO	CESSNA	C-2106	FATAL	78
2398	400AH	110185	VERNAL, UT	HILLER	UH-12E	NONE	356
2399	CGSPF	101285	KALISPELL, MT	CESSNA	182P	MINOR	214
2400	94295	070685	FALL RIVER MILL, CA	CESSNA	152	MINOR	62

AIRCRAFT ACCIDENT REPORTS
BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 12 OF 1985 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2201 5/07/85 ANCHORAGE, AK A/C Reg. No. N9042M Time (Lcl) - 2034 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELETYPE
Completeness - FULL

Basic Weather - VMC
Wind Dir/Speed - 110/025 KTS
Visibility - UNK/NR

Lowest Sky/Clouds - 400 FT SCATTERED
Lowest Ceiling - 2000 FT OBSCURED
Obstructions to Vision - NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HOMER, AK
Destination
ANCHORAGE, AK

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 - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, SE SEA

Age - 41

Biennial Flight Review

Current - YES
Months Since - 23
Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 572	Last 24 Hrs -	4
Make/Model-	348	Last 30 Days-	9
Instrument-	5	Last 90 Days-	9

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT RAN OUT OF FUEL AFTER THE PLT EXTENDED HIS ORIGINAL FLT PLAN ROUTE TO CIRCUMNAVIGATE AREAS OF POOR WEATHER.
THE ACFT WAS OVER WATER WHEN FUEL EXHAUSTION OCCURRED AND THE ACFT WAS DITCHED UNDER UNFAVORABLE CONDITIONS.

Brief of Accident (Continued)

File No. - 2201

5/07/85

ANCHORAGE, AK

A/C Reg. No. N9042M

Time (Lc1) - 2034 ADT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - 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) 2,3

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

*Updated AAB 87/02
p. 2-3*

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2342 5/11/85 EMMONOK, AK A/C Reg. No. N9975M Time (Lcl) - 1800 ADT

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

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-HERMANS AIR INC.	MINOR						
Type of Operation	-NON SCHED, DOMESTIC, PAX/CARGO	Fire	Crew	Fatal	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	0
Accident Occurred During	-MANEUVERING		Other	0	0	0	0	1

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

Make/Model	- CESSNA 207	Eng Make/Model	- CONTINENTAL IO-520-F	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 8	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	EMMONAK, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ST. MARY'S, AK	Runway Ident - N/A
Wind Dir/Speed- 150/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 90.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 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-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 2655
SE LAND, ME LAND	Months Since - 10	Last 24 Hrs - 8
	Aircraft Type - 207	Make/Model - 1010
		Last 30 Days - UNK/NR
		Instrument - 120
		Last 90 Days - 197
		Multi-Eng - 263

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT-IN-COMMAND STATED THAT HE PASSED THE N1809Q AIRPLANE AND WHEN HE WAS 22 NAUTICAL MILES FROM THE DEPARTURE POINT HE ENCOUNTERED SOME BIRDS. THE PILOT STATED HE WAS PERFORMING MILD EVASIVE ACTION AS A RESULT OF THE BIRDS AND HE THEN HEARD HIS PROPELLER STRIKING METAL. HE SAW HIS PROPELLER STRIKING THE WING OF N1809Q AND DURING THE IMMEDIATE EVASIVE ACTION HIS LEFT MAIN GEAR STRUCK THE RIGHT HORIZONTAL STABILIZER OF THE OTHER AIRPLANE.

Brief of Accident (Continued)

File No. - 2342

5/11/85

EMMONOK, AK

A/C Reg. No. N9975M

Time (Lcl) - 1800 ADT

Occurrence MIDAIR COLLISION

Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - BIRD(S)
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. RADIO COMMUNICATIONS - INADEQUATE - PILOT IN COMMAND

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

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

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. - 2342

5/11/85

EMMONAK,AK

A/C Reg. No. N1809Q

Time (Lcl) - 1800 ADT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-HERMANS AIR INC.	SUBSTANTIAL						
Type of Operation	-NON SCHED,DOMESTIC,PAX/CARGO	Fire	Crew	0	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	0
Accident Occurred During	-CRUISE		Other	0	0	0	0	1

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

Make/Model	- CESSNA 207A	Eng Make/Model	- CONTINENTAL IO-520-F	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 8	Rated Power	- 300 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	EMMONOK,AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	ST. MARY'S,AK		Runway Ident	- N/A
Wind Dir/Speed	- 150/010 KTS			Runway Lth/Wid	- N/A
Visibility	- 90.0 SM	ATC/Airspace		Runway Surface	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- VFR	Runway Status	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- NONE		
Obstructions to Vision	- NONE	Type Apch/Lndg	- NONE		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 34	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 5709	Last 24 Hrs - 6
SE LAND,ME LAND	Months Since - 9	Make/Model- 3958	Last 30 Days- UNK/NR
	Aircraft Type - 207A	Instrument- 73	Last 90 Days- 156
		Multi-Eng - 9	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT-IN-COMMAND STATED HE WAS PASSED BY THE AIRPLANE N9975M AND DID NOT SEE IT AGAIN UNTIL HE WAS AT HIS RIGHT REAR AND SLIGHTLY BELOW. THE PROPELLER OF N9975M STRUCK THE AILERON AND DURING THE EVASIVE MANEUVERING THE LEFT MAIN GEAR OF N9975M STRUCK THE RIGHT HORIZONTAL STABILIZER AND ELEVATOR. THE PILOT STATED THE AIRPLANE REACTED NORMALLY BUT HE EXPERIENCED HEAVY CONTROL PRESSURES. HE LANDED WITHOUT FURTHER INCIDENT AT ST. MARY'S ALASKA.

Brief of Accident (Continued)

File No. - 2342

5/11/85

EMMONAK, AK

A/C Reg. No. N1809Q

Time (Lc1) - 1800 ADT

Occurrence MIDAIR COLLISION

Phase of Operation CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 2. RADIO COMMUNICATIONS - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2385 5/16/85 GOLOVIN,AK A/C Reg. No. N73635 Time (Lcl) - 1345 ADT

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

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

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

Make/Model	- CESSNA C-207A	Eng Make/Model	- LYCOMING IO-520-F	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 8	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	OFF AIRPORT/STRIP	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- IMC	Airport Data	
Wind Dir/Speed	- 100/024 KTS	UNKNOWN	
Visibility	- 15.0 SM	Runway Ident	- N/A
Lowest Sky/Clouds	- PART OBS	Runway Lth/Wid	- N/A
Lowest Ceiling	- 400 FT OVERCAST	Runway Surface	- N/A
Obstructions to Vision	- FOG	Runway Status	- N/A
Precipitation	- SNOW		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 4280	Last 24 Hrs - 1
SE LAND,ME LAND	Months Since - 1	Make/Model - 420	Last 30 Days - 79
	Aircraft Type - C-310	Instrument - 280	Last 90 Days - 209
		Multi-Eng - 160	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PILOT-IN-COMMAND, HE WAS ATTEMPTING TO FLY THROUGH A MOUNTAIN SADDLE. AS HE TURNED TOWARDS THE MOUNTAIN AND BEGAN HIS CLIMB THE WEATHER DETERIORATED RAPIDLY WITH CEILINGS ZERO, VISIBILITY ZERO AND SEVERE TURBULENCE. THE AIRPLANE STRUCK THE SIDE OF A 1707 FOOT HIGH MOUNTAIN AT THE 1590 FOOT LEVEL ON A MAGNETIC HEADING OF 015 DEGREES. THE PILOT-IN-COMMAND STATED THAT JUST PRIOR TO IMPACT HE COULD NOT SEE ANYTHING.

Brief of Accident (Continued)

File No. - 2385

5/16/85

GOLOVIN,AK

A/C Reg. No. N73635

Time (Lc1) - 1345 ADT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER DECISION,PRESSURE - PILOT IN COMMAND
3. WEATHER CONDITION - OBSCURATION
4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
5. WEATHER EVALUATION - POOR - PILOT IN COMMAND
6. JUDGEMENT - POOR - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND
8. WEATHER EVALUATION - POOR - COMPANY/OPERATOR MGMT

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

Finding(s)

9. TERRAIN CONDITION - HIGH TERRAIN
10. TERRAIN CONDITION - SNOW COVERED
11. WEATHER CONDITION - CLOUDS
12. WEATHER CONDITION - WHITEOUT
13. IMPROPER DECISION,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2343 6/15/85 EEK,AK

A/C Reg. No. N9828M

Time (Lcl) - 1050 ADT

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

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-SEAGULL AIR	SUBSTANTIAL						
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire		Fatal	Serious	Minor	None	
Flight Conducted Under	-14 CFR 135	NONE	Crew	0	0	0	1	
Accident Occurred During	-TAKEOFF		Pass	0	1	2	4	

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

Make/Model	- CESSNA 207	Eng Make/Model	- CONTINENTAL IO-520-F	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 8	Rated Power	- 300 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	EEK,AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	BETHEL,AK		EEK	
Wind Dir/Speed	- 270/004 KTS	ATC/Airspace		Runway Ident	- 17
Visibility	- 30.0 SM	Type of Flight Plan	- VFR	Runway Lth/Wid	- 1300/ 42
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- GRAVEL
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE	Runway Status	- WET
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAWN				

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

Pilot-In-Command	Age - 44	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - UNK/NR	Total - 3293	Last 24 Hrs - 0
SE LAND,ME LAND,SE SEA	Months Since - 1	Make/Model - 800	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - C-207	Instrument - 350	Last 90 Days - 104
		Multi-Eng - 128	Rotorcraft - 565

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT-IN-COMMAND STATED THAT DURING THE TAKEOFF ROLL HE WAS MOVING THE FLAP CONTROL LEVER UP AND DOWN TO EFFECT A LIFT OFF. THE AIRPLANE NEVER LEFT THE RUNWAY AND RAN OFF THE END OF THE TEN FOOT EMBANKMENT, TRAVELED 140 FEET BEFORE STRIKING A BANK AND THEN NOSED OVER INTO A LAKE. THE PILOT-IN-COMMAND STATED THERE WAS NO MECHANICAL MALFUNCTION DISCERNABLE. EXAMINATION OF THE WRECKAGE SHOWED THE FLAPS TO BE IN THE UP POSITION AND THE THROTTLE FRICTION HAD COME COMPLETELY UNSCREWED FROM ITS SHAFT AND WAS DANGLING ON THE THROTTLE SHAFT.

Brief of Accident (Continued)

File No. - 2343

6/15/85

EEK,AK

A/C Reg. No. N9828M

Time (Lcl) - 1050 ADT

Occurrence OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. THROTTLE/POWER LEVER - LOOSE
2. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
3. RAISING OF FLAPS - IMPROPER USE OF - PILOT IN COMMAND
4. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2328

7/16/85

NORTHWAY, AK

A/C Reg. No. N9434F

Time (Lcl) - 1815 ADT

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

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

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

Make/Model	- HUGHES H-269B	Eng Make/Model	- LYCOMING IO-360	ELT Installed/Activated	- YES/YES
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1670	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 3	Rated Power	- 200 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	OFF AIRPORT/STRIP	
Method	- N/A		
Completeness	- N/A	Airport Data	
Basic Weather	- VMC	Runway Ident	- N/A
Wind Dir/Speed	- 360/005 KTS	Runway Lth/Wid	- N/A
Visibility	- 60.0 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 - 27	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current - YES	Total - 2650	Last 24 Hrs - 4
SE LAND, SE SEA	Months Since - 3	Make/Model - 665	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 57	Last 90 Days - 221
			Rotorcraft - 2100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED HE DEPARTED AND AFTER LIFTOFF BEGAN LOSING POWER. HE ATTEMPTED TO MAKE ADJUSTMENTS WHEN THE ENGINE CHANGED SOUND DISTINCTIVELY TO A REDUCED POWER. HE ATTEMPTED LANDING ON A DOWNSLOPE AND TOUCHED DOWN WITH 5 TO 10 KNOTS OF FORWARD SPEED. UPON TOUCHDOWN THE HELICOPTER NOSED OVER. EXAMINATION OF THE FUEL CONTROLLER REVEALED DIRT AND DEBRIS BETWEEN THE CONTROLLER DIAPHRAGMS.

Brief of Accident (Continued)

File No. - 2328

7/16/85

NORTHWAY, AK

A/C Reg. No. N9434F

Time (Lcl) - 1815 ADT

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - BLOCKED(PARTIAL)

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

Finding(s)

2. TERRAIN CONDITION - DOWNHILL
3. RUN ON LANDING - INADVERTENT - PILOT IN COMMAND
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) 1,2,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2310 7/23/85 PORT LIONS, AK A/C Reg. No. N15120 Time (Lc1) - 1038 ADT

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

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

Make/Model - STINSON SR6	Eng Make/Model - LYCOMING R-680-B6	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 245 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - MILITARY	Last Departure Point	OFF AIRPORT/STRIP
Method - TV/RADIO	CHIRIKOF ISLAND, AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	KODIAK NAS, AK	Runway Ident - N/A
Wind Dir/Speed- 090/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - .700 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 100 FT OBSCURED	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 84
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- 8
		Instrument- 0
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT CONTINUED THE FLIGHT INTO LESS THAN VISUAL CONDITIONS; BECAME SPATIALLY DISORIENTED AND CRASHED WHILE THE
AIPLANE WAS OUT OF CONTROL.

Brief of Accident (Continued)

File No. - 2310

7/23/85

PORT LIONS, AK

A/C Reg. No. N15120

Time (Lc1) - 1038 ADT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 2. WEATHER EVALUATION - NOT FOLLOWED - PILOT IN COMMAND
 3. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
 4. WEATHER CONDITION - LOW CEILING
 5. WEATHER CONDITION - FOG
-

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

Finding(s)

6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
 7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
-

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

----Probable Cause----

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

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. - 2330

8/07/85

WASILLA, AK

A/C Reg. No. N29705

Time (Lcl) - 1145 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
2
0

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

Make/Model - TAYLORCRAFT BC12D
Landing Gear - FLOAT
Max Gross Wt - 1200
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 75 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 180/002 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 6000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WASILLA, AK
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 27
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - BC-120

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

Total - 92
Make/Model- 68
Instrument- 0
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

THE INSTRUCTOR INITIATED A SIMULATED ENGINE FAILURE AT 250 FOOT ABOVE THE GROUND WITH NO FORCED LANDING AREA IN SIGHT EXCEPT OF THE LAKE BEHIND THEM FROM WHICH THEY HAD JUST DEPARTED. THE STUDENT ATTEMPTED A 180 DEGREE TURN BACK TO THE LAKE AND THE INSTRUCTOR STATED THE AIRPLANE STALLED AND CRASHED INTO THE TREES. A POWER RECOVERY WAS ATTEMPTED BUT INSUFFICIENT ALTITUDE REMAINED

Brief of Accident (Continued)

File No. - 2330

8/07/85

WASILLA, AK

A/C Reg. No. N29705

Time (Lcl) - 1145 ADT

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND(CFI)
2. STALL/MUSH - INADVERTENT - DUAL STUDENT

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

Finding(s)

3. GO-AROUND - DELAYED - PILOT IN COMMAND(CFI)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2325 9/08/85 ANCHORAGE, AK A/C Reg. No. N3588T Time (Lcl) - 1015 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

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

Make/Model - TAYLORCRAFT AVIATION COR 19
Landing Gear - FLOAT
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONT MOTOR O-200A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 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- 270/010 KTS
Visibility - 1.000 SM
Lowest Sky/Clouds -
Lowest Ceiling -
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
COAL LAKE, AK
Destination
ANCHORAGE, AK

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, SE SEA

Age - 49

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - F-19

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 152
Make/Model- 152
Instrument- 1
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT AFTER HE RECOVERED FROM THE SPIRAL THE AIRCRAFT STRUCK THE TREE TOPS. AT THE TIME OF THE ACCIDENT THE WEATHER WAS BELOW VFR.

Brief of Accident (Continued)

File No. - 2325

9/08/85

ANCHORAGE, AK

A/C Reg. No. N3588T

Time (Lc1) - 1015 ADT

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, UNDER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND
7. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE, PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND
9. JUDGEMENT - POOR - PILOT IN COMMAND
10. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5,7,9,10

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2329 10/04/85 PTARMIGAN PASS,AK A/C Reg. No. N90921 Time (Lcl) - 1830 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
1 0
1 0

None
0
0

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/007 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
APTARMIGAN PASS,AK
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 - UNK/NR
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 PILOT-IN-COMMAND STATED THAT JUST AFTER DEPARTURE. HE SPOTTED A MOOSE AND MADE A LOW CIRCLE ABOVE THE MOOSE. HE LEVELED OFF AND ATTEMPTED TO PULL THE AIRCRAFT UP. THE NOSE OF THE AIRCRAFT PITCHED DOWN AND THE AIRPLANE CRASHED TO THE GROUND.

Brief of Accident (Continued)

File No. - 2329

10/04/85

PTARMIGAN PASS, AK

A/C Reg. No. N90921

Time (Lcl) - 1830 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
3. PULL-UP - ATTEMPTED - 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. - 2344 12/15/85 DILLINGHAM, AK A/C Reg. No. N777YA Time (Lcl) - 2240 AST

-----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

NONE

Crew
Pass

Fatal
0
0

Injuries

Serious Minor
0 0
0 0

None
2
1

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

Make/Model - DOUGLAS DC-3C
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - 25200
No. of Seats - 4

Eng Make/Model - P&W R-1830-92
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 1200 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed - 350/011 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - FOG
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data
DILLINGHAM

Runway Ident - 10
Runway Lth/Wid - 6400 -UNK/NR
Runway Surface - MACADAM
Runway Status - SNOW - DRY
SNOW - COMPACTED

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

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

ATP
SE LAND, ME LAND

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

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

Total - 4600 Last 24 Hrs - UNK/NR
Make/Model - 308 Last 30 Days - UNK/NR
Instrument - 450 Last 90 Days - 40
Multi-Eng - 1100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE FATHER OF THE PILOT-IN-COMMAND, AND OWNER OF THE AIRPLANE, HE STATED THAT THE PILOT FELT THE AIRPLANE WAS NOT PERFORMING AS IT SHOULD. HE ELECTED TO LAND IT STRAIGHT AHEAD, OFF THE AIRPORT. ACCORDING TO THE DILLINGHAM POLICE, THE WINGS, FUSELAGE, AND TAIL SURFACES WERE COVERED WITH ONE HALF INCH OR MORE OF ICE.

Brief of Accident (Continued)

File No. - 2344

12/15/85

DILLINGHAM, AK

A/C Reg. No. N777YA

Time (Lcl) - 2240 AST

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 4. JUDGEMENT - POOR - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2352 12/17/85 BIG LAKE, AK A/C Reg. No. N2191Q Time (Lcl) - 1720 AST

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

Type Operating Certificate-ON-DEMAND AIR TAXI	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 C-177RG	Eng Make/Model - LYCOMING IO-360-A1B6D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

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

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1449
SE LAND,ME LAND,SE SEA	Months Since - 3	Last 24 Hrs - 3
	Aircraft Type - PA-23	Make/Model- 94
		Instrument- 93
		Multi-Eng - 40
		Last 30 Days- UNK/NR
		Last 90 Days- 182

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE PERFORMING SLOW FLIGHT MANEUVERS, THE STUDENT APPLIED POWER WITH NO RESPONSE. VARIOUS COMBINATIONS OF CONTROLS PRODUCED NO FURTHER RESPONSE FROM THE ENGINE. THE INSTRUCTOR AND STUDENT COMPLETED A FORCED LANDING IN A FURROWED CLEARING AT NIGHT.

Brief of Accident (Continued)

File No. - 2352

12/17/85

BIG LAKE, AK

A/C Reg. No. N2191Q

Time (Lc1) - 1720 AST

Occurrence #1 FORCED LANDING
Phase of Operation LANDING - ROLL

Finding(s)

1. FUEL SYSTEM - UNDETERMINED
2. FUEL BOOST PUMP SELECTOR POSITION - IMPROPER - PILOT IN COMMAND(CFI)
3. UNSUITABLE TERRAIN - INADVERTENT - PILOT IN COMMAND(CFI)

----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. - 2339 11/24/85 GURLEY, AL A/C Reg. No. N5986S Time (Lcl) - 1553 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
1
1

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

Make/Model - BEECH A23-19
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2C
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-

Visibility - 10.0 SM

Lowest Sky/Clouds - 2500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GURLEY, AL
Destination
HUNTSVILLE, AL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

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 - 2746
Make/Model- 182
Instrument- 219
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

ABOUT 5 MIN INTO THIRD FLT OF THE DAY, THE PLT REPORTED A LOSS OF POWER. DURING THE FORCED LDG ROLL OUT IN A PASTURE FIELD ACFT STRUCK A DITCH CAUSING SUBSTANTIAL DMG. EXAM OF ENGINE REVEALED FAILED EXH. VALVE. ENG HAD BEEN OPERATED 2341 HRS WITHOUT OVERHAUL.

Brief of Accident (Continued)

File No. - 2339

11/24/85

GURLEY,AL

A/C Reg. No. N5986S

Time (Lcl) - 1553 CST

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

Finding(s)

1. ENGINE ASSEMBLY, VALVE - WORN
2. ENGINE ASSEMBLY, VALVE - FAILURE, TOTAL
3. MAINTENANCE - DELAYED - COMPANY/OPERATOR MGMT

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. TERRAIN CONDITION - OPEN FIELD

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

Finding(s)

5. TERRAIN CONDITION - DITCH

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2206 2/22/85 BENTONVILLE, AR A/C Reg. No. N60817 Time (Lc1) - 0740 CST

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

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

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

Make/Model - PIPER PA-601P	Eng Make/Model - LYCOMING IO-540-S1A5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 290 HP	

-----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	LITTLE ROCK, AR	BENTONVILLE MUNI
Wind Dir/Speed- 170/008 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 3.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4090/ 65
Lowest Sky/Clouds - 1300 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 1300 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - RAIN SHOWERS		
Condition of Light - DAWN		

-----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 - 1232
SE LAND, ME LAND	Months Since - 17	Make/Model- 19
	Aircraft Type - UNK/NR	Instrument- 188
		Multi-Eng - 858
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 35

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CONTACTED LIVESTOCK, A FENCE AND THE GEAR COLLAPSED DURING A FORCED LANDING FOLLOWING A LOSS OF PWR ON THE RIGHT ENG. THE PLT REPORTED THAT AFTER HE FEATHERED THE RIGHT ENG PROP AND LOWERED THE GEAR HE NOTED THE AUX HYDRAULIC SYSTEM PRESSURE GAGE WAS INDICATING ZERO. POST ACCIDENT INSPECTION DISCLOSED EVIDENCE OF AN OIL LEAK FROM THE LEFT LOWER SECTION OF THE RIGHT ENG. TESTS REVEALED THE LEAK ORIGINATED FROM THE OIL COOLER PRESSURE LINE WHICH FAILED DUE TO SEVERE CORROSION OF THE WIRE BRAID AND DEFORMATION OF THE INNER COVER. TESTING OF THE AUX HYDRAULIC PRESSURE PUMP DISCLOSED THE 35 AMPERE CURRENT LIMITER WAS BLOWN AND 40 AMPERES WERE REQUIRED TO DRIVE THE PUMP MOTOR.

Brief of Accident (Continued)

File No. - 2206

2/22/85

BENTONVILLE, AR

A/C Reg. No. N60817

Time (Lcl) - 0740 CST

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

Finding(s)

1. LUBRICATING SYSTEM,OIL LINE - FAILURE,TOTAL
2. LUBRICATING SYSTEM,OIL LINE - CORRODED
3. FLUID,OIL - LEAK

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. HYDRAULIC SYSTEM,PUMP - IMPROPER

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

Finding(s)

5. OBJECT - ANIMAL(S)
6. OBJECT - FENCE

Occurrence #5 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - ROUGH/UNEVEN
8. LANDING GEAR - OVERLOAD

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2391 4/23/85 LITTLE ROCK, AR A/C Reg. No. N856AA Time (Lcl) - 1523 CST

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

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

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

Make/Model	- BOEING 727-223	Eng Make/Model	- P&W JT8-D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 142000	Engine Type	- TURBOJET		
No. of Seats	- 134	Rated Power	- 14500 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	HOUSTON, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - UNK/NR	CHICAGO, IL	
Wind Dir/Speed- 230/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 6.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 15000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - RAIN		
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)
ATP	Current - YES	Total - 15000
SE LAND, ME LAND	Months Since - 5	Make/Model- 5000
	Aircraft Type - 727	Instrument- 0
		Last 24 Hrs - 8
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS PARALLELING A LINE OF THUNDERSTORMS AND NEEDED TO GET ON THE OTHER SIDE OF THE LINE TO GET TO HIS DESTINATION. THE CENTER CONTROLLER SUGGESTED THAT HE REVERSE COURSE TO FLY AROUND THE CLOSER END OF THE LINE BUT THE PILOT DECIDED TO PENETRATE THE LINE INSTEAD. THE PILOT STATED HE WAS BETWEEN TWO THUNDERSTORM CELLS AT LEAST 45 NM APART WHEN THE AIRCRAFT RAN INTO SEVERE TURBULENCE. THE AIRCRAFT LOST 500 FT OF ALTITUDE AND TWO FLIGHT ATTENDANTS WERE INJURED. THEY WERE INSTRUCTED TO SIT DOWN EARLIER BUT DID NOT HAVE TIME TO STRAP IN. A PASSENGER ON HIS WAY TO THE LAVATORY REFUSED TO SIT DOWN WHEN INSTRUCTED TO DO SO BY THE FLIGHT ATTENDANTS AND WAS INJURED ALSO DURING THE TURBULENCE ENCOUNTER.

Brief of Accident (Continued)

File No. - 2391

4/23/85

LITTLE ROCK, AR

A/C Reg. No. N856AA

Time (Lcl) - 1523 CST

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND
 4. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
 5. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2274 11/24/85 TONTITOWN, AR A/C Reg. No. N86JB Time (Lcl) - 1915 CST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage

DESTROYED

Fire

NONE

Fatal

Crew

1

Pass

1

Injuries

Serious

0

Minor

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-P2B ELT Installed/Activated - YES/NO
Number Engines - 1 Stall Warning System - YES
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- CALM
Visibility - 2.000 SM
Lowest Sky/Clouds - 600 FT
Lowest Ceiling - 600 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
ASPEN, CO
Destination
FAYETTEVILLE, AR

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-LOCALIZER

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 34
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-P210N

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 350 Last 24 Hrs - UNK/NR
Make/Model- 115 Last 30 Days- UNK/NR
Instrument- 39 Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER COMPLETING TWO ERRATIC 360 DEG TURNS IN A HOLDING PATTERN WEST OF THE RAZORBACK VORTAC STATION, THE PLT WAS INSTRUCTED TO PROCEED VIA THE 218 DEG RADIAL OF THE RAZORBACK VORTAC UNTIL REACHING THE ELMIE INTERSECTION AND TO HOLD. A COUPLE OF MINUTES LATER THE PLT RPTD ENTERING A HOLD AT THE ELMIE INTERSECTION AND WAS CLEARED AFTER REACHING 4000 FT FOR THE LOCALIZER 16 APCH. RADAR TRACK DATA SHOWED THE ACFT MADE A TURN TO THE EAST AFTER ENTERING THE HOLDING PATTERN IN ORDER TO INTERCEPT THE LOCALIZER. THE ACFT THEN DISAPPEARED FROM RADAR AND NO FURTHER COMMUNICATIONS WERE RECEIVED. THE ACFT IMPACTED TERRAIN ON AN EASTERLY HEADING, 1 MILE NORTH OF TONTITOWN, AR, IN AN OPEN FLD. NO PRE-IMPACT MECHAINCAL FAILURE WAS DISCOVERED. ILLEGAL DRUGS WERE FOUND IN THE WRECKAGE IN AN OPEN CONTAINER. NO AUTOPSY WAS PERFORMED AND TOXICOLOGICAL SAMPLES WERE INSUFFICIENT FOR TESTING.

Brief of Accident (Continued)

File No. - 2274

11/24/85

TONTITOWN, AR

A/C Reg. No. N86JB

Time (Lc1) - 1915 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - LOW CEILING
3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - GROUND

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,2,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2298 4/13/85 PAGE,AZ

A/C Reg. No. N7245Q

Time (Lcl) - 1440 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries
Fatal 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 -DESCENT

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

Make/Model - CESSNA 172

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- 360/007 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

GRAND JUNCTION,CO

Destination

PAGE,AZ

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

PAGE MUNI

Runway Ident - 33

Runway Lth/Wid - 5499/ 150

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 38

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 61

Last 24 Hrs - 6

Make/Model- 61

Last 30 Days- 11

Instrument- 0

Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THIS WAS THE RETURN LEG OF A STUDENT PLT SOLO X-COUNTRY FLT. ON LANDING THE ACFT STALLED 15 FT ABOVE THE RWY AND THE LEFT WING CONTACTED THE RWY. THE PLT STATED HE WAS PERHAPS OVER CONFIDENT IN HIS FLYING ABILITY.

Brief of Accident (Continued)

File No. - 2298

4/13/85

PAGE,AZ

A/C Reg. No. N72450

Time (Lc1) - 1440 MST

Occurrence #1

LOSS OF CONTROL - IN FLIGHT

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, UNDER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 3. STALL
-

----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. - 2353 4/19/85 TUBA CITY,AZ A/C Reg. No. N8849Q Time (Lcl) - UNK/NR

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-MONUMENT VALLEY AIR SERVI	DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	1	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	5	0	0	0
Accident Occurred During	-DESCENT						

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

Make/Model	- CESSNA U206G	Eng Make/Model	- CONTINENTAL IO-520-F	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 3	Rated Power	- 285 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- TELEPHONE	TUBA CITY,AZ			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- UNK/NR	PAGE,AZ			
Wind Dir/Speed	- UNK/NR			Runway Ident	- N/A
Visibility	- UNK/NR	ATC/Airspace		Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Flight Plan	- VFR	Runway Surface	- N/A
Lowest Ceiling	- UNK/NR	Type of Clearance	- NONE	Runway Status	- N/A
Obstructions to Vision	- UNK/NR	Type Apch/Lndg	- NONE		
Precipitation	- UNK/NR				
Condition of Light	- NIGHT(DARK)				

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

Pilot-In-Command	Age - 21	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 1800	Last 24 Hrs - 3
SE LAND,ME LAND	Months Since - 2	Make/Model- 800	Last 30 Days- UNK/NR
	Aircraft Type - 206	Instrument- 45	Last 90 Days- 200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THIS WAS A MEDICAL TRANSPORTATION FLIGHT DURING THE EARLY MORNING HOURS IN MARGINAL WEATHER CONDITIONS. THE FLIGHT WAS NOT COMPLETED AND WAS RETURNING TO THE DEPARTURE AIRPORT WHEN IT DESCENDED INTO DESERT TERRAIN 10 MILES SHORT OF ITS DESTINATION.

Brief of Accident (Continued)

File No. - 2353

4/19/85

TUBA CITY, AZ

A/C Reg. No. N8849Q

Time (Lcl) - UNK/NR

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
2. LIGHT CONDITION -
3. WEATHER CONDITION - OBSCURATION
4. WEATHER 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. - 2355 5/27/85 GLENDALE, AZ A/C Reg. No. N7229N Time (Lcl) - 0625 MST

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

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

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

Make/Model - CESSNA 182P	Eng Make/Model - CONTINENTAL D-470-R25A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point	
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	COLORADO SPRING, CO	GLENDALE MUNI
Wind Dir/Speed- 180/003 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 25.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 2400/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 479
SE LAND	Months Since - 10	Make/Model- 222
	Aircraft Type - 182	Instrument- 11
		Last 24 Hrs - UNK/NR
		Last 30 Days- 21
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ATTEMPTED TO TAKEOFF FM A 2400-FT-LONG RWY, HE REPORTED THAT BECAUSE THE ACFT'S AIRSPEED INDICATOR DID NOT APPEAR TO PROPERLY REPRESENT THE AIRSPEED, HE ABORTED THE TAKEOFF. THIS OCCURRED AFTER ACCELERATING DOWN THE RWY FOR AN ESTIMATED 1800 FT. THE PLT STATED THAT HE WAS UNABLE TO DECELERATE IN THE REMAINING 600 FT OF RWY. THE ACFT OVERRAN THE END OF THE RWY & IT WAS SUBSTANTIALLY DAMAGED UPON COLLIDING WITH THE ARPT'S OVERRUN BARRIER. THE PLT DID NOT REPORT EXPERIENCING ANY DIFFICULTIES WITH THE ACFT ENGINE'S ABILITY TO PRODUCE POWER OR WITH THE ADEQUACY OF THE ACFT'S BRAKES.

Brief of Accident (Continued)

File No. - 2355

5/27/85

GLENDALE, AZ

A/C Reg. No. N7229N

Time (Lc1) - 0625 MST

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. PITOT/STATIC SYSTEM - UNDETERMINED
 2. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - EXCEEDED
 3. IN-FLIGHT PLANNING/DECISION - MISJUDGED - PILOT IN COMMAND
 4. EMERGENCY PROCEDURE - DELAYED - PILOT IN COMMAND
-

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

Finding(s)

5. 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) 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. - 2311 8/18/85 SAFFORD, AZ A/C Reg. No. N735TQ Time (Lcl) - 1300 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Serious
0
0

Minor
0
0

None
1
1

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

Make/Model - CESSNA 182Q
Landing Gear - TRICYCLE-FIXED
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- 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
PHOENIX, AR

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SAFFORD
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 - 44
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - 182Q

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 1021 Last 24 Hrs - 1
Make/Model- 144 Last 30 Days- 6
Instrument- 0 Last 90 Days- 36

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT EXPERIENCED A PARTIAL ENGINE POWER LOSS AFTER DEPARTING SAFFORD MUNICIPAL AIRPORT ON A VFR PERSONAL FLT TO SKY HARBOR ARPT, PHOENIX, AZ. THE PLT NEGOTIATED AN EMERG LNDG IN A FLT BRUSH AREA. PRIOR TO TOUCHDOWN THE ACFT STRUCK A MESQUITE TREE AND NOSED OVER. EXAMINATION OF THE ENGINE REVEALED THE INDUCTION AIR SEAL SEPARATED AND LODGED IN THE CARBUERTOR.

Brief of Accident (Continued)

File No. - 2311

8/18/85

SAFFORD, AZ

A/C Reg. No. N735TQ

Time (Lcl) - 1300 MST

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - BLOCKED(PARTIAL)
 2. INDUCTION AIR CONTROL, TORQUE BOX - SEPARATION
-

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 - TREE(S)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2390 10/25/85 FLAGSTAFF, AZ A/C Reg. No. N26714 Time (Lc1) - 1420 MST

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

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

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

Make/Model	- GRUMMAN AMERICAN AA-5A	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2400	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SANTA PAULA, CA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	WILLIAMS, AZ	FLAGSTAFF
Wind Dir/Speed	- 190/009 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	-	Type of Clearance	- N/A
Lowest Ceiling	- 25000 FT BROKEN	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 106
SE LAND	Months Since - 20	Make/Model	- 5
	Aircraft Type - 152	Instrument	- 2
		Last 24 Hrs	- 4
		Last 30 Days	- 5
		Last 90 Days	- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT WHILE SIGHT-SEEING IN THE VICINITY OF THE GRAND CANYON, HE BECAME DISORIENTED AND LOST. THE FUEL IN THE LEFT TANK WAS EXHAUSTED AND THE RIGHT FUEL TANK CONTAINED MINIMUM FUEL. THE PILOT NEGOTIATED A PRECAUTIONARY LANDING ON THE HARD SURFACE ROAD AND DURING THE LANDING ROLL THE AIRCRAFT LEFT WING STRUCK A WIRE FENCE. THE PLT DID NOT REPORT ANY PRE-EXISTING MALFUNCTIONS OR FAILURES.

Brief of Accident (Continued)

File No. - 2390

10/25/85

FLAGSTAFF, AZ

A/C Reg. No. N26714

Time (Lc1) - 1420 MST

Occurrence #1 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

1. BECAME LOST/DISORIENTED - IMPROPER - PILOT IN COMMAND
2. FLUID, FUEL - LACK OF
3. FUEL SUPPLY - REDUCED - PILOT IN COMMAND
4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #2 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) 1,3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2349 10/28/85 GILA BEND, AZ A/C Reg. No. N8487K Time (Lc1) - 1600 MST

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

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

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

Make/Model - SCHWEIZER AIRCRAFT CORP. G-164B	Eng Make/Model - P&W R1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 6000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	YUMA, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	GILA BEND
Wind Dir/Speed- 320/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 35.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 15000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3258
SE LAND	Months Since - 7	Last 24 Hrs - 1
	Aircraft Type - 172	Make/Model- 3000
		Instrument- 20
		Last 30 Days- 50
		Last 90 Days- 300

Instrument Rating(s) - NONE

-----Narrative-----

AFTER SPRAYING A FIELD AND WHILE ENROUTE TO THE LANDING SITE, THE ACFT ENGINE BACKFIRED FOLLOWED BY A RAPID LOSS OF POWER. THE PLT NEGOTIATED AN EMERGENCY LANDING ON A PRIVATE DIRT ROAD. DURING THE LANDING ROLL-OUT, THE AIRCRAFT LEFT WING STRUCK A TREE CAUSING THE ACFT TO FLIP OVER ONTO ITS BACK. EXAMINATION OF THE ENGINE DISCLOSED NO EVIDENCE OF ANY MECHANICAL MALFUNCTION OF FAILURE. THE CARBURETOR SCREEN, BOWL AND THE MAIN FUEL LINES WERE FREE OF ANY CONTAMINATES. THE GASCOLATOR CONTAINED A LARGE AMOUNT OF MUDDY WATER.

Brief of Accident (Continued)

File No. - 2349

10/28/85

GILA BEND, AZ

A/C Reg. No. N8487K

Time (Lc1) - 1600 MST

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

Finding(s)

1. FLUID, FUEL - CONTAMINATION
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
 4. OBJECT - TREE(S)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2297 3/21/85 MOJAVE, CA A/C Reg. No. N2176D Time (Lcl) - 0824 PST

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

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

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

Make/Model - BEECH B35D	Eng Make/Model - CONTINENTAL E-225-8	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2725	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 225 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	SACRAMENTO, CA	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	TEHACHAPI, CA	
Wind Dir/Speed- 280/016 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- HAZE		
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)
ATP	Current - UNK/NR	Total - 4502
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 1373
	Aircraft Type - UNK/NR	Instrument- 325
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LEFT STABILIZER ASSEMBLY SEPARATED FROM THE ACFT IN-FLT. THE ALT AND AIRSPEED AT THE TIME OF THE SEPARATION WERE NOT DETERMINED. PLTS OF ACFT FLYING IN THE AREA AT ABOUT THE TIME OF THE ACCIDENT REPORTED MODERATE TO SEVERE TURBULENCE AND UP AND DOWN DRAFTS OF 1,500 FPM. THE BEECH PLT REQUESTED AND RECEIVED WX INFO ALONG HI ROUTE OF FLT. NO SIGMETS OR AIRMETS WERE ISSUED TO THE PLT NOR WERE THERE ANY IN EFFECT IN THE AREA OR AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2297

3/21/85

MOJAVE, CA

A/C Reg. No. N2176D

Time (Lcl) - 0824 PST

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE
 2. FLIGHT CONTROL SURFACES/ATTACHMENTS - SEPARATION
 3. AIRSPEED(VA) - EXCEEDED - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2324

4/12/85

KLAMATH, CA

A/C Reg. No. N545HA

Time (Lcl) - 0545 PST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
DESTROYED

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

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

Make/Model - HILLER UH12J3

Eng Make/Model - ALLISON 250-C20

ELT Installed/Activated - NO -N/A

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 3100

Engine Type - TURBOSHAFT

No. of Seats - 3

Rated Power - 400 HP

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

Weather Data

Wx Briefing - UNK/NR

Method - ACFT RADIO

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 50.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAWN

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

PRIVATE

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

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

Current - UNK/NR

Total - 4500

Last 24 Hrs - 1

SE LAND, ME LAND

Months Since - UNK/NR

Make/Model- UNK/NR

Last 30 Days- 29

HELICOPTER

Aircraft Type - UNK/NR

Instrument- 0

Last 90 Days- 89

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE HELICOPTER WAS RETURNING TO A PRIVATE LANDING PAD AFTER A RECONAISANCE FLIGHT PRIOR TO SPRATING. AT ABOUT 10FT AGL AFTER FLARING AND LEVELING THE PILOT COULD NOT CONTROL A DRIFT AND ROLL TO THE LEFT. THE ROTOR BLADES STRUCK THE GROUND WITHIN ABOUT ONE SECOND. THE INVESTIGATION REVEALED THAT A SELF LOCKING NUT WAS MISSING AND A BOLT HAD BACKED OUT OF THE UPPER FIREWALL BELLCRANK ASSEMBLY RESULTING IN THE LOSSOF CYCLIC CONTROL.

Brief of Accident (Continued)

File No. - 2324

4/12/85

KLAMATH, CA

A/C Reg. No. N545HA

Time (Lc1) - 0545 PST

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

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL, CYCLIC BELLCRANK - FAILURE, TOTAL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2321 4/19/85 WALNUT GROVE, CA A/C Reg. No. N9636P Time (Lcl) - 1140 PST

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

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

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

Make/Model - PIPER PA25-235	Eng Make/Model - LYCOMING O-540-B2C5	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SPEZIA
Wind Dir/Speed- 090/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5000
SE LAND, ME LAND	Months Since - 28	Make/Model- UNK/NR
	Aircraft Type - 182	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT FLEW INTO THE GROUND ON A PROCEDURE TURNAROUND WHILE SPRAYING WHEAT WITH A TOXIC CHEMICAL. THE ACFT DID NOT STALL AND THE ENGINE SOUND DID NOT CHANGE. A SEPARATED AILERON CROSSOVER CABLE SHOWED NO FATIGUE. THE CHOLINESTERASE LEVEL IN THE PILOT'S BLOOD WAS NORMAL. CHOLINESTERASE IS INHIBITED BY TOXIC PESTICIDES.

Brief of Accident (Continued)

File No. - 2321

4/19/85

WALNUT GROVE, CA

A/C Reg. No. N9636P

Time (Lcl) - 1140 PST

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

Finding(s)

1. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 2. MANEUVER - 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2347

4/21/85

SUNLAND, CA

A/C Reg. No. N69118

Time (Lcl) - 1515 PST

-----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

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -CLIMB

-----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

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - IMC

Wind Dir/Speed- 150/008 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - 3500 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BURBANK, CA

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 32

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - 152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 74 Last 24 Hrs - 1

Make/Model- 35 Last 30 Days- 17

Instrument- 2 Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT GOT HIS PVT PLT CERT 6 DAYS PRIOR TO THE ACCIDENT & PLANNED A LOCAL FLT TO A NEIGHBORING ARPT JUST OVER A COASTAL MTN RANGE FROM THE DEP ARPT. 9 NM NORTH OF THE DEPART, THE ACCIDENT SITE IS ALMOST ON A DIRECT LINE BETWEEN THE DEP & DEST ARPTS. THE SITE IS ALSO 200 FT BELOW THE CREST OF A 5,100 FT MOUNTAIN RIDGE AT THE END OF A CANYON. NO EVIDENCE WAS FOUND INDICATING THAT THE PLT REQUESTED OR RECEIVED A WX BRIEFING PRIOR TO THE FLT. THE WX REPORTS INDICATE THAT BASES OF THE OVERCAST LAYER WERE AT 3,300 FT & TOPS AT ABOUT 6,000 FT, WITH MODERATE TO SEVERE DOWNDRAFTS & TURBULENCE REPORTED BY OTHER PLTS IN THE AREA. EXAMINATION OF THE ACCIDENT SITE REVEALED THAT THE ACFT IMPACTED THE MTN SIDE AT AN OBLIQUE ANGLE IN A CLIMB ATTITUDE.

Brief of Accident (Continued)

File No. - 2347

4/21/85

SUNLAND, CA

A/C Reg. No. N69118

Time (Lc1) - 1515 PST

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

Finding(s)

1. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
2. WEATHER CONDITION - CLOUDS
3. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. WEATHER CONDITION - DOWNDRAFT
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND

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

Finding(s)

8. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2350 6/14/85 CHINO, CA A/C Reg. No. N7649Q Time (Lcl) - 0927 PDT

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

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

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

Make/Model	- CESSNA 310Q	Eng Make/Model	- CONTINENTAL IO-470VO	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 260 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed - CALM</p> <p>Visibility - 2.000 SM</p> <p>Lowest Sky/Clouds - PART OBS</p> <p>Lowest Ceiling - 700 FT OVERCAST</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>BERMUDA DUNES, CA</p> <p>Destination</p> <p>CHINO, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - ADF/NDB</p> <p>TRAFFIC PATTERN</p> <p>FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>CHINO</p> <p>Runway Ident - 21</p> <p>Runway Lth/Wid - 6222/ 150</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>COMMERCIAL, ATP</p> <p>SE LAND, ME LAND</p>	<p>Age - 55</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 8</p> <p>Aircraft Type - 310Q</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 9186</p> <p>Make/Model - 216</p> <p>Instrument - 1259</p> <p>Multi-Eng - 8644</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days - 2</p> <p>Last 90 Days - 11</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE TERRAIN FOLLOWING A TOTAL LOSS OF POWER WHILE CIRCLING FOR LANDING. THE LEFT FUEL SELECTOR WAS IN THE AUXILIARY TANK POSITION AND THE RIGHT FUEL SELECTOR WAS IN THE LEFT MAIN TANK POSITION. A LIMITED QUANTITY OF FUEL WAS DRAINED FROM THE LEFT MAIN AND AUXILIARY TANK. THERE WAS NO FUEL IN THE RIGHT AUXILIARY TANK. THE FUEL SPILLAGE FROM THE RIGHT MAIN TANK WAS CONSUMED BY A POST CRASH FIRE.

Brief of Accident (Continued)

File No. - 2350

6/14/85

CHINO, CA

A/C Reg. No. N7649Q

Time (Lc1) - 0927 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - CIRCLING(IFR)

Finding(s)

1. FLUID, FUEL - STARVATION
 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. 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) 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. - 2348

6/19/85

GLENN, CA

A/C Reg. No. N73646

Time (Lcl) - 1200 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

SUBSTANTIAL

Injuries
Fatal Serious Minor None

Type of Operation -AERIAL APPLICATION

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 137

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

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

Make/Model - GRUMMAN G-164

Eng Make/Model - P&W R-1340-AN1

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - UNK/NR

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 600 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 45.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

GLENN, CA

Destination

WILLOWS, CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 27

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1258

Last 24 Hrs - 8

Make/Model- 664

Last 30 Days- 124

Instrument- 11

Last 90 Days- 332

Instrument Rating(s) - NONE

-----Narrative-----

DURING INITIAL CLIMB ON AN AG FLIGHT THE PLT REPORTED EXPERIENCING A LOSS OF ENG POWER. FROM THE ACFT'S ALT OF 30 FT AGL THE PLT ATTEMPTED AN EMERGENCY LANDING BUT DID NOT HAVE SUFFICIENT ALT TO NEGOTIATE A TURN BACK TOWARD THE ROAD FROM WHICH HE HAD DEPARTED. DURING THE TURN THE ACFT COLLIDED WITH A BERM & NOSED OVER. EXAM OF THE ENG REVEALED CRACKS IN CYL #7, WHICH RESULTED IN IMPROPER COMBUSTION & A LOSS OF PWR.

Brief of Accident (Continued)

File No. - 2348

6/19/85

GLENN,CA

A/C Reg. No. N73646

Time (Lcl) - 1200 PDT

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

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - CRACKED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT

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

Finding(s)

2. TERRAIN CONDITION - DIRT BANK

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

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

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

Brief of Accident

File No. - 2215 6/19/85 SQUAW VALLEY, CA A/C Reg. No. N214RM Time (Lcl) - 1715 PDT

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

Type Operating Certificate-EXTERNAL LOAD

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 133
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - BELL 214B-1
Landing Gear - SKID
Max Gross Wt - 11200
No. of Seats - 14

Eng Make/Model - LYCOMING T5508D
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 2050 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 310/007 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SQUAW VALLEY, CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 34
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 - 12247
Make/Model- 3047
Instrument- 0
Last 24 Hrs - 9
Last 30 Days- 80
Last 90 Days- 250

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER WAS ENGAGED IN LOWERING A LARGE POLE TO THE GROUND WHEN THE ENG FAILED CATASTROPHICALLY DUE TO A TOTAL FIRST TURBINE ROTOR DISC FAILURE. THE PLT TURNED THE ACFT DOWN THE MOUNTAIN BUT WAS UNABLE TO GAIN ENOUGH SPEED TO AUTOROTATE. THE ACFT IMPACTED AT AN ANGLE AND BURNED. NO PARTS OF THE FIRST TURBINE ROTOR DISC WERE RECOVERED, THEREFORE, A FAILURE MODE COULD NOT BE DETERMINED. THE DISC HAD ACCUMULATED 2776 CYCLES AT THE TIME OF THE ACCIDENT. LYCOMING SERVICE BULLETIN NO. 5508-00Q2 REPORTS THE SERVICE LIFE LIMIT FOR THE DISC IS 2700 CYCLES. AN ENG TEARDOWN REVEALED NOTHING ELSE WRONG WITH THE ENG THAT COULD HAVE CONTRIBUTED TO ITS FAILURE OTHER THAN THE FIRST TURBINE ROTOR DISC DISINTEGRATION.

Brief of Accident (Continued)

File No. - 2215

6/19/85

SQUAW VALLEY, CA

A/C Reg. No. N214RM

Time (Lcl) - 1715 PDT

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

Finding(s)

1. TURBINE ASSEMBLY, TURBINE WHEEL - DISINTEGRATED
2. TURBOSHAFT ENGINE, GAS GENERATOR TURBINE - FAILURE, TOTAL
3. MAINTENANCE, REPLACEMENT - NOT IDENTIFIED - MANUFACTURER
4. MATERIAL INADEQUATE - MANUFACTURER
5. MATERIAL DEFECT - MANUFACTURER

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

Finding(s)

6. TERRAIN CONDITION - DOWNHILL
7. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND
8. TERRAIN CONDITION - ROUGH/UNEVEN
9. ALTITUDE - INADEQUATE - PILOT IN COMMAND
10. PROPER GLIDEPATH - NOT POSSIBLE - PILOT IN COMMAND
11. FLARE - 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) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2,6,7,8,9,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2346

7/04/85

SANTA MARIA, CA

A/C Reg. No. N7198P

Time (Lcl) - 0739 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - PIPER PA-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-A1A5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 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- 360/004 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 700 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

YUBA CITY, CA

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SANTA MARIA

Runway Ident - 30

Runway Lth/Wid - 6300/ 150

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 41

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED TO THE TOWER, WHILE ON BASE LEG, THAT HE WAS OUT OF FUEL. HE THEN LANDED SHORT AND CONTACTED A FENCE AND A TREE ON THE LANDING ROLL. THE PILOT STATED THAT THE AIRCRAFT CONTAINED 45 GALLONS OF FUEL WHEN HE DEPARTED AND THAT HE HAD FLOWN FOR ONE HOUR 39 MINUTES WHEN THE ENGINE LOST POWER. RECOVERY PERSONNEL CONFIRMED THAT THE AIRCRAFT'S WING TANKS CONTAINED NO FUEL.

Brief of Accident (Continued)

File No. - 2346

7/04/85

SANTA MARIA, CA

A/C Reg. No. N7198P

Time (Lc1) - 0739 PDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2400 7/06/85 FALL RIVER MILL,CA A/C Reg. No. N94295 Time (Lcl) - 1145 PDT

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-N2C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	NAPA,CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	CHICO,CA	FALL RIVER MILLS
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3600/ 80
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
Obstructions to Vision- NONE		HIGH VEGETATION
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 30
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT. ON HER FIRST SOLO CROSS-COUNTRY FLT, DEPARTED FOR A PLANNED 97 NM, 67 MIN TRIP. WHILE ENROUTE, THE WINDS ALOFT INCREASED IN VELOCITY AND THE STUDENT FAILED TO ADEQUATELY COMPENSATE FOR THE DRIFT. THE STUDENT BECAME LOST, & AFTER FLYING FOR NEARLY 2 HOURS & PROCEEDING 75 NM NORTH OF HER PLANNED DESTINATION, THE PLT ATTEMPTED A PRECAUTIONARY LANDING IN AN OPEN FIELD. THE FIRST LDG ATTEMPT WAS ABORTED & DURING THE GO-AROUND THE ACFT STALLED, DESCENDED, COLLIDED WITH A BERM & NOSED OVER.

Brief of Accident (Continued)

File No. - 2400

7/06/85

FALL RIVER MILL, CA

A/C Reg. No. N94295

Time (Lcl) - 1145 PDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. BECAME LOST/DISORIENTED - IMPROPER - PILOT IN COMMAND
5. PROPER ASSISTANCE - NOT USED - PILOT IN COMMAND
6. RADAR ASSISTANCE TO VFR AIRCRAFT - NOT USED - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
8. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

9. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
10. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND

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

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

Finding(s)

11. TERRAIN CONDITION - DIRT BANK

Occurrence #5 NOSE OVER
Phase of Operation APPROACH - GO-AROUND (VFR)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7,9,10

Factor(s) relating to this accident is/are finding(s) 8,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2351 7/06/85 VACAVILLE, CA A/C Reg. No. N1280F Time (Lcl) - 1720 PDT

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

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

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

Make/Model - CESSNA 172	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 - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MARYSVILLE, CA	NUT TREE
Wind Dir/Speed- 010/015 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3800/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 322
SE LAND	Months Since - 21	Make/Model- 302
	Aircraft Type - 172	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 2
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES STATED THAT, ON DEPARTURE, THE AIRCRAFT CLIMBED TO ABOUT 50 FEET, APPEARED TO STALL, AND CRASHED ON THE RUNWAY. THE WINDS WERE REPORTED AS GUSTY, FROM 15 TO 22 KNOTS, AND THE TEMPERATURE WAS ABOUT 95 DEGREES.

Brief of Accident (Continued)

File No. - 2351

7/06/85

VACAVILLE,CA

A/C Reg. No. N1280F

Time (Lc1) - 1720 PDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
 4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2380

7/07/85

BAKERSFIELD, CA

A/C Reg. No. N81PW

Time (Lc1) - 1917 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation - PERSONAL

Fire

Crew

1

0

0

0

Flight Conducted Under - 14 CFR 91

ON GROUND

Pass

1

0

0

0

Accident Occurred During - DESCENT

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

Make/Model - POLLIWAGEN INC UNKNOWN

Eng Make/Model - LYCOMING O-235-C

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 1350

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- 310/010 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

FRESNO, CA

Destination

MURRIETA, CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - GO AROUND

Airport Proximity
ON AIRPORT

Airport Data

BAKERS FIELD AIRPARK

Runway Ident - 31

Runway Lth/Wid - 3150/ 50

Runway Surface - MACADAM

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 54

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - 172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1432

Last 24 Hrs - UNK/NR

Make/Model- 39

Last 30 Days- 15

Instrument- UNK/NR

Last 90 Days- 17

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ON JULY 7, 1985, AT 1917 PDT, A POLLIWAGEN, N81PW, COLLIDED WITH THE GROUND DURING AN ATTEMPTED GO AROUND AT BAKERSFIELD AIRPARK, BAKERSFIELD, CALIFORNIA, WHILE ON A PERSONAL FLIGHT. VMC PREVAILED AT THE TIME; NO FLIGHT PLAN WAS FILED. THE AIRCRAFT WAS DESTROYED. THE PRIVATE PILOT AND HIS PASSENGER RECEIVED FATAL INJURIES. THE FLIGHT ORIGINATED AT FRESNO, CALIFORNIA, AT ABOUT 1800 PDT. A WITNESS STATED THAT THE AIRCRAFT MADE A NORMAL APPROACH TO RUNWAY 30 AND WHEN IT WAS 10 TO 15 FEET ABOVE THE GROUND, THE PILOT ADDED POWER TO MAKE A GO AROUND. THE AIRCRAFT REPORTEDLY CLIMBED TO ABOUT 100 TO 150 FEET AGL. THE WITNESS LOST SIGHT OF THE AIRCRAFT AT THAT TIME BUT STATED THAT HE HEARD THE ENGINE BACKFIRE 2 OR 3 TIMES AND THEN HEARD THE IMPACT. THE AIRCRAFT CAME TO REST ADJACENT TO AN FAA HANGAR. THERE WAS NO DAMAGE TO THE AIRCRAFT INSIDE THE HANGAR. HOWEVER, THE AIRCRAFT BURNED AND A DEMPSEY DUMPSTER AND AN UNOCCUPIED PARKED AUTOMOBILE WERE DAMAGED BY FIRE.

Brief of Accident (Continued)

File No. - 2380

7/07/85

BAKERSFIELD, CA

A/C Reg. No. N81PW

Time (Lc1) - 1917 PDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. AIRCRAFT HANDLING - POOR - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 4. STALL - NOT CORRECTED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2317 7/13/85 GILROY, CA A/C Reg. No. N3957D Time (Lcl) - 1815 PDT

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

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

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

Make/Model - LARRY ROBBINS BAKENG DUCE	Eng Make/Model - LYCOMING O320-H2AD	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 160 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point HOLLISTER, CA.</p> <p>Destination SAN JOSE, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL, CFI</p> <p>SE LAND</p>	<p>Age - 29</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 9</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1820</p> <p>Make/Model- 75</p> <p>Instrument- 81</p> <p>Multi-Eng - 20</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED AFTER CIRCLING A GROUND FIRE AT ABOUT 500 FT AGL. THE PLT SAID THAT SHE WAS WATCHING THE GRND FIRE WHEN SUDDENLY THE ACFT DROPPED TO THE LEFT. SHE ADDED POWER AND APPLIED OPPOSITE RUDDER BUT THE ACFT DID NOT RECOVER. SHE DOES NOT REMEMBER DETAILS OF THE ACCIDENT. THE ACFT CAME TO REST IN AN APRICOT ORCHARD.

Brief of Accident (Continued)

File No. - 2317

7/13/85

GILROY, CA

A/C Reg. No. N3957D

Time (Lc1) - 1815 PDT

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

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
 4. REMEDIAL ACTION - INITIATED - 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. - 2381 8/03/85 VAN NUYS, CA A/C Reg. No. N88M Time (Lc1) - 1630 PDT

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

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

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

Make/Model - PITTS S-2A	Eng Make/Model - LYCOMING AEIO360A1A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1650	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	
Method - N/A	VAN NUYS, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	VAN NUYS, CA	VAN NUYS
Wind Dir/Speed- 120/005 KTS	ATC/Airspace	Runway Ident - 16L
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
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)
PRIVATE	Current - YES	Total - 354
SE LAND	Months Since - 11	Last 24 Hrs - 1
	Aircraft Type - 172	Make/Model- 28
		Instrument- 65
		Last 30 Days- 5
		Last 90 Days- 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER PRACTICING ACROBATICS THE PLT RETURNED TO THE ARPT FOR THE PURPOSE OF PRACTICING LANDINGS. HE MADE THE FIRST ONE SUCCESSFULLY, BUT FLARED OUT HIGH ON THE SECOND LANDING. THE ACFT BOUNCED "HARD" ON THE RWY TWICE, & THE PLT ELECTED TO GO AROUND. AFTER APPLYING ENG POWER, THE ACFT DRIFTED LEFT, OVERFLEW THE RUNWAY'S EDGE & COLLIDED WITH A SIGN. THE PLT CONTINUED WITH THE GO AROUND & LANDED WITHOUT FURTHER MISHAP. THE PLT REPORTED HAVING 354 TOTAL FLIGHT HOURS OF WHICH 11.7 WERE LOGGED AS PIC IN THE PITTS MODEL OF ACFT.

Brief of Accident (Continued)

File No. - 2381

8/03/85

VAN NUYS,CA

A/C Reg. No. N88M

Time (Lc1) - 1630 PDT

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

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
2. GO-AROUND - INITIATED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,QUALIFICATION - PILOT IN COMMAND

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

Finding(s)

5. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2383 10/27/85 SAN CARLOS, CA A/C Reg. No. N4975M Time (Lcl) - 1045 PST

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

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

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

Make/Model - S. PICCOLOTTO/DAVE MORSS CASSUT	Eng Make/Model - CONTINENTAL C-90	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 90 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 CARLOS, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SAN CARLOS
Wind Dir/Speed- 010/010 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
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 - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 600
SE LAND	Months Since - 11	Last 24 Hrs - UNK/NR
	Aircraft Type - SA300	Make/Model- 15
		Instrument- 0
		Last 30 Days- 3
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT EXPERIENCED A LOSS OF POWER SHORTLY AFTER DEPARTING RY 30, SAN CARLOS AIRPORT, SAN CARLOS, CA. THE PLT REPTD THAT AFTER EXPERIENCING THE LOSS OF POWER, HE PUMPED THE THROTTLE. THIS ACTION CAUSED THE ENGINE TO REGAIN SOME POWER BUT NOT ENOUGH TO SUSTAIN FLIGHT. THE PLT LANDED IN AN OPEN CONSTRUCTION FIELD NORTHWEST OF THE ARPT. EXAMINATION OF THE CARBURETOR DISCLOSED FLOAT NEEDLE AND THE MIXTURE CONTROL LEAVER BUSHING WERE WORN. NO FUEL CONTAMINATES WERE OBSERVED.

Brief of Accident (Continued)

File No. - 2383

10/27/85

SAN CARLOS, CA

A/C Reg. No. N4975M

Time (Lc1) - 1045 PST

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - WORN
-

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. - 2379 11/09/85 GOLD RUN,CA A/C Reg. No. N28495 Time (Lcl) - 1757 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - GRUMMAN AMERICAN AA-5B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2000
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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 190/011 KTS
Visibility - .500 SM
Lowest Sky/Clouds -
Lowest Ceiling - OVERCAST
Obstructions to Vision- BLOWING SNOW
Precipitation - SNOW
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
TRUCKEE-TAHOE,CA
Destination
CONCORD,CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

TRUCKEE-TAHOE
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - SNOW
Runway Status - SNOW - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 50

Biennial Flight Review

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

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 500	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACCIDENT LOCATION AND THE DEPARTURE AIRPORT IS LOCATED IN A MOUNTAINOUS AREA. THE ACFT DEPARTED TRUCKEE-TAHOE ARPT (TRK) TO THE NORTHEAST IN MARGINAL VFR CONDITIONS AT SUNSET. THE ACFT CONTINUED ON A NORTHEASTERLY HEADING FOR 18 MILES AND THEN TURNED TO A WESTERLY HEADING AND CONTINUED ON THIS HEADING UNTIL IT WAS ABOUT 8 MILES NORTH OF TRK. THE PLT THEN TURNED THE ACFT ON A SOUTHWESTERLY HEADING UNTIL COLLIDING WITH A TREE AT THE 5000 MSL LEVEL. THE AUTOMATIC WEATHER OBSERVATION DISCLOSED RAIN EXISTED NEAR THE ACCIDENT AREA AT THE TIME OF THE ACCIDENT. THE RADAR DATA SHOWED THE AIRCRAFT TO BE FLYING ALONG A RIDGE THAT TRAVERSES THE AIRPORT 8 MILES TO THE NORTH OF TRK IN AN EAST/WEST DIRECTION. THE WRECKAGE EXAMINATION DISCLOSED NO EVIDENCE OF ANY PREIMPACT MALFUNCTIONS AND/OR FAILURES.

Brief of Accident (Continued)

File No. - 2379

11/09/85

GOLD RUN,CA

A/C Reg. No. N28495

Time (Lc1) - 1757 PST

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
3. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)

4. WEATHER CONDITION - RAIN
5. WEATHER CONDITION - LOW CEILING
6. OBJECT - TREE(S)
7. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2373 10/10/85 KREMMLING,CO A/C Reg. No. N1959G Time (Lcl) - 0815 MDT

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

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

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

Make/Model - BELL HELICOPTER TEXTRON BH 206	Eng Make/Model - ALLISON 250-C20	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 317 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	HENDERSON,CO	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	KREMMLING,CO	KREMMLING
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 - 5500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - SNOW
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1475
SE LAND,ME LAND	Months Since - 4	Make/Model- 88
HELICOPTER	Aircraft Type - 206BII	Instrument- 46
		Multi-Eng - 100
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 175

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE MANEUVERING TO OBSERVE WILDLIFE, THE PILOT ATTEMPTED TO HOVER OUT OF GND EFFECT IN STEEP MTNS TERRAIN AT 9800 FT MSL AT 2550 LBS GW WITH A 7-10KT TAILWIND. ACCORDING TO ACFT HOGE CHARTS IN THE POH, THE ACFT WAS NOT CAPABLE OF HOGE IN THE CONDITIONS OF ALT, GW, AND TAILWIND AT THE ACCIDENT SITE. THE ATTEMPT TO EXCEED THE ACFT CAPABILITIES RESULTED A RT SPIN FROM WHICH THE PILOT WAS NOT ABLE TO RECOVER DUE TO LOW ALT AGL. THE ACFT DESCENDED OUT OF CONTROL UNTIL IMPACT WITH TREES.

Brief of Accident (Continued)

File No. - 2373

10/10/85

KREMMLING,CO

A/C Reg. No. N1959G

Time (Lc1) - 0815 MDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. AIRCRAFT PERFORMANCE - EXCEEDED
4. PERFORMANCE DATA - NOT FOLLOWED - PILOT IN COMMAND
5. WEATHER CONDITION - TAILWIND
6. WEATHER CONDITION - HIGH DENSITY ALTITUDE
7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND

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

Finding(s)

9. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2397 10/30/85 BULLFROG BASIN,CO A/C Reg. No. N27CF Time (Lcl) - 1000 MST

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

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

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

Make/Model - CESSNA C-2106	Eng Make/Model - CONTINENTAL TS10-520-H	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	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	BULLFROG BASIN,UT	
Completeness - N/A	Destination	Airport Data
Basic Weather - UNK/NR	HEBER VALLEY,UT	
Wind Dir/Speed- 180/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 1.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 300 FT OBSCURED	Type Apch/Lndg - UNK/NR	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
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

-----Narrative-----

ON DEC 30, 1985 AT 0800 MST, THE PLT CALLED HIS HOME THAT HE WOULD FLY FROM U07 TO 36U LATER THAT DAY. THE PLT AND WIFE WERE DRIVEN TO U07 ARPT BY PERSONS FROM BULLFROG MARINA BUT WERE NOT OBSERVED TO TAKE OFF. WHEN FLT FAILED TO ARRIVE AT 36U AS SCHEDULED, A GND AND AIR SEARCH WAS CONDUCTED UNTIL SUSPENDED JAN 23, 1986. THERE IS NO RECORD OF FLT PLAN, WX BRIEFING, OR RADIO COMMUNICATIONS WITH THE FLT. GND AND AIR SEARCH OF 2/3/ BY STATE OF UTAH FAILED TO LOCATE THE ACFT.

Brief of Accident (Continued)

File No. - 2397

10/30/85

BULLFROG BASIN, CO

A/C Reg. No. N27CF

Time (Lcl) - 1000 MST

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. - 2327

5/17/85

TALLAHASSEE, FL

A/C Reg. No. N50239

Time (Lcl) - 1531 EDT

-----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 -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

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

Make/Model - CESSNA 150H

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1600

No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 100 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS

Method - IN PERSON

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 330/009 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

CRESTVIEW, FL

Destination

TALLAHASSEE, FL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - VFR

Type Apch/Lndg - FORCED LANDING

-----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	-	94	Last 24 Hrs -	4
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Make/Model-	29	Last 30 Days-	14
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Instrument-	0	Last 90 Days-	16
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Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT COLLIDED WITH WIRES DURING A FORCED LANDING OFF THE ARPT. THE PLT HAD CALLED ON THE RADIO SAYING HE WAS UNABLE TO MAKE THE ARPT AND WAS LANDING IN A CLEARING. THE ACFT ENDED UP INVERTED AFTER THE COLLISION WITH THE WIRES. POST ACCIDENT EXAMINATION SHOWED LACK OF USABLE FUEL IN THE TANKS & NO FUEL IN THE GASCOLATOR BOWL. THE ENG WAS DETERMINED TO BE CAPABLE OF NORMAL OPERATION BY POST ACCIDENT OPERATIONAL CHECKS.

Brief of Accident (Continued)

File No. - 2327

5/17/85

TALLAHASSEE, FL

A/C Reg. No. N50239

Time (Lcl) - 1531 EDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - 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)

7. OBJECT - WIRE,TRANSMISSION

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2211 8/14/85 IMMOKALEE, FL A/C Reg. No. N13750 Time (Lc1) - 1045 EDT

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

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

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

Make/Model - CESSNA C-172M	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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 120/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1200 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		

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

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5456
SE LAND, ME LAND	Months Since - 12	Make/Model- 607
	Aircraft Type - C-172	Instrument- 326
		Multi-Eng - 938
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HAD DEPARTED FROM THE NORTH-SOUTH ORIENTED GRASS STRIP FOR A LOCAL FLT AND WAS RETURNING TO LAND TOWARD THE NORTH. ON SHORT FINAL THE ACFT COLLIDED WITH AN UNMARKED POWER TRANSMISSION LINE APRX 100 FT AGL AND 0.25 MILE SOUTH OF THE APCH END OF THE AIRSTIP.

Brief of Accident (Continued)

File No. - 2211

8/14/85

IMMOKALEE, FL

A/C Reg. No. N13750

Time (Lc1) - 1045 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. AIRPORT FACILITIES, OBSTRUCTION MARKING - UNAVAILABLE
 2. OBJECT - WIRE, TRANSMISSION
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

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. - 2259 9/24/85 HOLLYWOOD, FL A/C Reg. No. N4688D Time (Lcl) - 1213 EDT

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

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

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

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FT LAUDERDALE, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MOBILE, AL	
Wind Dir/Speed- 030/008 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 - 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 - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 485
SE LAND	Months Since - 4	Make/Model- 45
	Aircraft Type - UNK/NR	Instrument- 8
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT SHORTLY AFTER TAKEOFF FROM FT. LAUDERDALE, HE FELT A SEVERE VIBRATION AND SHUT DOWN THE ENG AND MADE A EMERG LANDING IN AN OPEN FIELD. POST CRASH INVESTIGATION REVEALED THAT ONE PROPELLER BLADE SEPARATED APRX ONE FOOT FROM THE HUB. METALLURGICAL EXAMINATION OF THE PROPELLER REVEALED THAT THE BLADE FAILED DUE TO FATIGUE CRACKING.

Brief of Accident (Continued)

File No. - 2259

9/24/85

HOLLYWOOD, FL

A/C Reg. No. N4688D

Time (Lc1) - 1213 EDT

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - FATIGUE
2. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2210 9/24/85 PAHOKEE, FL A/C Reg. No. N63200 Time (Lcl) - 1645 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

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

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

ELT Installed/Activated - YES/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- 030/009 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 2200 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OPA-LOCKA, FL
Destination
PAHOKEE, FL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

PALM BEACH COUNTY GLADES
Runway Ident - 35
Runway Lth/Wid - 4620/ 75
Runway Surface - MACADAM
Runway Status - DRY

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

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

Age - 34
Biennial Flight Review.
Current - YES
Months Since - 9
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 106
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE WAS FLARING FOR LANDING WHEN A GUST OF WIND RAISED THE ACFT CAUSING IT TO CRASH INTO THE RWY.

Brief of Accident (Continued)

File No. - 2210

9/24/85

PAHOKEE, FL

A/C Reg. No. N63200

Time (Lcl) - 1645 EDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. STALL/MUSH
4. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - RUNWAY

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2255 10/12/85 OCHOPEE, FL

A/C Reg. No. N8000R

Time (Lc1) - 0030 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - BEECH 65A-80
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 8500
No. of Seats - 9

Eng Make/Model - LYCOMING IGSO-540-A1A
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 380 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 - NIGHT(DARK)

Itinerary

Last Departure Point
MIAMI, FL
Destination
OCHOPEE, FL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

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

Age - 26
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - PA-44

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 986
Make/Model- 0
Instrument- 38
Multi-Eng - 32
Last 24 Hrs - 5
Last 30 Days- UNK/NR
Last 90 Days- 126

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A NIGHT PLEASURE FLT, BOTH ENGS SURGED AND LOST PWR AND AN EMERGENCY LANDING WAS MADE. THE PLT STATED THAT HE HAD A TOTAL OF 3 HRS FLT TIME IN THIS TYPE OF ACFT. HE LATER RECENTED HIS STATEMENT & STATED THAT HE HAD NEVER FLOWN THIS TYPE ACFT BEFORE. THE FUEL SELECTORS WERE POSITIONED ON THE INBOARD TANKS, THE BOOST PUMP SELECTORS WERE FOUND POSITIONED ON THE OUTBOARD TANKS. A VISUAL INSPECTION OF THE OUTBOARD TANKS REVEALED THEM TO BE NEARLY FULL. NO DISCERNABLE FUEL WAS FOUND IN THE INBOARD TANKS.

Brief of Accident (Continued)

File No. - 2255

10/12/85

OCHOPEE, FL

A/C Reg. No. N8000R

Time (Lc1) - 0030 EDT

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

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL SYSTEM, SELECTOR VALVE - NOT SWITCHED

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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2256 10/12/85 WEST PALM BEACH, FL A/C Reg. No. N4802B Time (Lcl) - 1239 EDT

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

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

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

Make/Model - 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 - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	WEST PALM BEACH, FL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	PALM BEACH INTERNATIONAL
Wind Dir/Speed- 120/008 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6930/ 150
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current -. YES	Total - 59
SE LAND	Months Since - 2	Last 24 Hrs - 1
	Aircraft Type - C-152	Make/Model- 59
		Last 30 Days- 1
		Instrument- 3
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT EXPERIENCED NOSE WHEEL SHIMMY DURING THE LANDING ROLL. HE THEN APPLIED BACK PRESSURE AND THE ACFT BALLOONED BACK INTO THE AIR. THE ACFT LANDED ON THE NOSE WHEEL DAMAGING THE PROP & NOSE GEAR.

Brief of Accident (Continued)

File No. - 2256

10/12/85

WEST PALM BEACH, FL

A/C Reg. No. N4802B

Time (Lc1) - 1239 EDT

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

Finding(s)

1. LANDING GEAR, NOSE GEAR - FLUTTER

Occurrence #2 ABRUPT MANEUVER
Phase of Operation LANDING - ROLL

Finding(s)

2. REMEDIAL ACTION - EXCESSIVE - PILOT IN COMMAND

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

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2202 10/16/85 PENSACOLA, FL A/C Reg. No. N5815Y Time (Lc1) - 1230 EDT

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

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

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

Make/Model - PIPER PA-23-250	Eng Make/Model - LYCOMING IO-540-C485	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PENSACOLA, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PENSACOLA, FL	OLF SAUFLEY
Wind Dir/Speed- 030/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 12000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 4705
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 315
		Instrument- 25
		Last 30 Days- UNK/NR
		Last 90 Days- 75
		Multi-Eng - 3505

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF ACFT HEADED TO DESTINATION ARPT LOCATED 4 MILES SOUTH. WHEN APRX TWO MILES OUT, THE PLT TURNED BACK TO THE DEPARTURE ARPT. WITNESSES REPORTED THE ACFT WAS IN A SHALLOW DESCENT, LOW AND FAST WHEN IT COLLIDED WITH TREES AND EXPLODED ABOUT 1400 FT SHORT OF THE RWY. THE CABIN DOOR WAS FOUND ABOUT 40 FT IN FRONT OF THE FUSELAGE. NEITHER THE HANDLE NOR THE LOCK PLUNGER WERE IN THE "LOCKED" POSITION. EXAM OF AIRFRAME, POWERPLANTS, PROPS, FLIGHT CONTROLS AND FUEL SYSTEMS REVEALED NO EVIDENCE OF PRE-IMPACT MALFUNCTION OR FAILURE. A VIAL CONTAINING "TOLINASE" 250 MG TABLETS WAS FOUND AT THE ACCIDENT SITE. A PHYSICIAN STATED HE HAD TREATED THE PLT SINCE 1978 FOR VARIOUS ILLNESSES INCLUDING A HISTORY OF GLYCOSURIA AND, AS RECENTLY AS JUNE 1985, HAD PRESCRIBED THREE TABLETS OF "TOLINASE" A DAY. 14 CFR 61.53 PROHIBITS THE OPERATION OF ACFT AT ANY TIME MEDICATION IS REQUIRED.

Brief of Accident (Continued)

File No. - 2202

10/16/85

PENSACOLA, FL

A/C Reg. No. N5815Y

Time (Lc1) - 1230 EDT

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

Finding(s)

1. OBJECT - TREE(S)
2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2209 10/18/85 FT.LAUDERDALE,FL A/C Reg. No. N657WM Time (Lcl) - 0842 EDT

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

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage									
Name of Carrier	-AIRCRAFT CHARTERS, INC.	SUBSTANTIAL		Fatal	0	Serious	0	Minor	0	None	1
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	NONE	Crew	0		0		0		1
Flight Conducted Under	-14 CFR 135			Pass	0		0		2		3
Accident Occurred During	-DESCENT										

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

Make/Model	- CESSNA 421C	Eng Make/Model	- CONTINENTAL GTS10-520	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 7450	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 10	Rated Power	- 375 HP		

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

Weather Data		Itinerary	Airport Proximity		
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT		
Method	- TELEPHONE	ORLANDO, FL			
Completeness	- FULL	Destination	Airport Data		
Basic Weather	- VMC	FT. LAUDERDALE, FL	FT LAUDERDALE		
Wind Dir/Speed	- 040/005 KTS	ATC/Airspace	Runway Ident	- 08	
Visibility	- 6.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 6000/ 100
Lowest Sky/Clouds	- 2000 FT PART OBS	Type of Clearance	- IFR	Runway Surface	- GRASS/TURF
Lowest Ceiling	- 20000 FT BROKEN	Type Apch/Lndg	- ILS-COMPLETE	Runway Status	- WET
Obstructions to Vision	- NONE		STRAIGHT-IN		
Precipitation	- RAIN SHOWERS		FULL STOP		
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 52	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP, CFI	Current - YES	Total - 10182	Last 24 Hrs - 1
SE LAND, ME LAND	Months Since - 5	Make/Model - 367	Last 30 Days - UNK/NR
	Aircraft Type - C-402B	Instrument - 988	Last 90 Days - 62
		Multi-Eng - 3913	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED ON THE ARPT DURING AN ON DEMAND AIR TAXI FLT. THE PLT STATED THAT ON FINAL APCH HE ENCOUNTERED TURBULENCE AND RAIN. AS HE BROKE OUT OF THE RAIN THE GLARE FROM THE SUN INTERFERRED WITH HIS VISUAL PERCEPTION. A GO AROUND WAS ATTEMPTED BUT THE PLT ALLOWED THE AIRSPEED TO DECREASE. THE ACFT STALLED AND CONTACTED A GRASS AREA TO THE RIGHT OF THE RWY. THE ACFT STALL DETECTOR SYSTEM WAS FOUND TO BE OUT OF CALIBRATION.

Brief of Accident (Continued)

File No. - 2209

10/18/85

FT. LAUDERDALE, FL

A/C Reg. No. N657WM

Time (Lcl) - 0842 EDT

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE IN CLOUDS
 2. AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND
 3. WEATHER CONDITION - RAIN
 4. LIGHT CONDITION - SUNGLARE
 5. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 6. WARNING SYSTEM(OTHER) - IMPROPER
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2253 10/21/85 MARCO ISLAND, FL A/C Reg. No. N9017E Time (Lc1) - 1600 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire NONE

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

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

Make/Model - HUGHES 269A
Landing Gear - SKID
Max Gross Wt - 1575
No. of Seats - 2

Eng Make/Model - LYCOMING HIO-B60-B1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 180 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- 100/009 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PUNTA GORDA, FL
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, ME LAND, SE SEA
HELICOPTER

Age - 27
Biennial Flight Review.
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4184
Make/Model- 68
Instrument- 101
Multi-Eng - 1156
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 178
Rotorcraft - 68

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT WHILE ON A PHOTOGRAPHIC FLT THE ENG LOST PWR & HE AUTOROTATED THE ACFT INTO THE WATER. AFTER THE ACFT WAS RECOVERED & RETURNED TO IT'S HOME BASE, THE FUEL SYSTEM WAS DRAINED & PURGED OF ALL FLUIDS, THE MAGNETOS WERE CLEANED, REINSTALLED & NEW FUEL WAS ADDED. THE ENG WAS STARTED & IT RAN NORMALLY, THEREFORE DUE TO THE ACFT'S BEING SUBMERGED IN THE OCEAN WATERS, NO DETERMINATION COULD BE MADE AS TO THE NATURE OF THE MALFUNCTION OF THE ENG AS DESCRIBED BY THE PLT.

Brief of Accident (Continued)

File No. - 2253

10/21/85

MARCO ISLAND, FL

A/C Reg. No. N9017E

Time (Lc1) - 1600 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2258 10/26/85 DESTIN,FL A/C Reg. No. N4275D Time (Lc1) - 1230 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - BEECH G35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2775
No. of Seats - 4

Eng Make/Model - CONTINENTAL E225-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 225 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- 090/008 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

KEY WEST,FL

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 48

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - 35G

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1364 Last 24 Hrs - 5

Make/Model- 338 Last 30 Days- UNK/NR

Instrument- 10 Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT VEERED OFF RWY 14 AND STRUCK A RWY LIGHT AND SMALL TREES DURING AN ATTEMPTED X-WIND TAKEOFF. THE PLT STATED THAT HE THOUGHT THE X-WIND WAS FROM THE RIGHT, HOWEVER, THE SURFACE WINDS WERE REPORTED AS 050 AT 9 KTS WITH GUSTS 12 TO 15 KTS, A LEFT X-WIND.

Brief of Accident (Continued)

File No. - 2258

10/26/85

DESTIN, FL

A/C Reg. No. N4275D

Time (Lc1) - 1230 CDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER EVALUATION - POOR - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND.

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

Finding(s)

5. OBJECT - RUNWAY LIGHT
6. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2257 10/27/85 FORT WALTON BCH, FL A/C Reg. No. N5219F Time (Lcl) - 1510 CST

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

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

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

Make/Model - CESSNA 172F	Eng Make/Model - CONTINENTAL O-300	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 - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	OXFORD, MS	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	EGLIN AFB, FL	
Wind Dir/Speed- 050/014 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1000 FT	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 1000 FT, BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4335
SE LAND, ME LAND	Months Since - 11	Last 24 Hrs - 5
	Aircraft Type - C-172	Make/Model- 120
		Last 30 Days- 9
		Instrument- 480
		Last 90 Days- 9
		Multi-Eng - 2180
		Rotorcraft - 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH POWER LINES & CRASHED TO THE GROUND DURING A FORCED LANDING NECESSITATED BY AN ENG FAILURE. THE X-COUNTRY FLT HAD BEEN IN THE AIR FOR 4 HRS AND 35 MINS. THE ACFT'S FUEL CAPACITY IS 40 GALS & THE PLT STATED THAT FUEL CONSUMPTION WAS APRX 8 TO 9 GALS PER HR. NO APPRECIABLE AMOUNT OF FUEL WAS FOUND IN THE ACFT FUEL SYSTEM AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2257

10/27/85

FORT WALTON BCH, FL

A/C Reg. No. N5219F

Time (Lc1) - 1510 CST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - NOT FOLLOWED - 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 - WIRE, TRANSMISSION

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2214 10/28/85 STARKE, FL

A/C Reg. No. N79386

Time (Lcl) - 0930 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - MOONEY M20C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2575
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1D
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- 120/006 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 800 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
MIAMI, FL

Airport Proximity
ON AIRSTRIP

Airport Data

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

Runway Ident - 09
Runway Lth/Wid - 2400/ 50
Runway Surface - GRASS/TURF
Runway Status - WET

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

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

Age - 44
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2263
Make/Model- 2018
Instrument- 54
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 57

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT AFTER TAKEOFF WHILE CLIMBING THROUGH 15 FT AGL THE ENG SPATTERED AND LOST PWR MOMENTARILY. FULL PWR WAS REGAINED BUT THE ACFT HAD LOST ALTITUDE AND COULD NOT CLIMB TO CLEAR TREES AT THE DEPARTURE END OF THE RWY. THE ACFT THEN VEERED LEFT, MUSHED TO THE GROUND AND CONTACTED TREES. THE PLT STATED THE ACFT HAD SAT OUTSIDE IN HEAVY RAIN FOR A FEW DAYS PRIOR TO THE FLT.

Brief of Accident (Continued)

File No. - 2214

10/28/85

STARKE, FL

A/C Reg. No. N79386

Time (Lc1) - 0930 EST

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

Finding(s)
1. UNDETERMINED

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

Finding(s)
2. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
3. STALL/MUSH

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

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

Finding(s)
4. OBJECT - TREE(S)

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

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

National Transportation Safety Board
Washington, D:C. 20594

Brief of Accident

File No. - 2213 10/31/85 PAHOKEE, FL A/C Reg. No. N15BX Time (Lc1) - 0810 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

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

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

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

Eng Make/Model - LYCOMING O-235-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 - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 170/012 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
FORT LAUDERDALE, FL
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

PALM BEACH COUNTY GLADES
Runway Ident - 17
Runway Lth/Wid - 4620/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

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

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

Total	- 33	Last 24 Hrs -	1
Make/Model-	23	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	22

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THE ACFT BOUNCED FOUR TIMES ON LANDING. DURING THE FOURTH BOUNCE THE ACFT IMPACTED THE RWY HARD CAUSING THE NOSE TIRE TO BLOW OUT AND THE NOSE GEAR TO BEND.

Brief of Accident (Continued)

File No. - 2213

10/31/85

PAHOKEE, FL

A/C Reg. No. N15BX

Time (Lc1) - 0810 EST

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

Finding(s)

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

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2313 11/07/85 FORT PIERCE, FL A/C Reg. No. N7962Q Time (Lcl) - 1729 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA 310G
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4990
No. of Seats - 5

Eng Make/Model - CONTINENTAL C-10-470-D
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 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 - 070/003 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
FREEPORT
Destination
FT. PIERCE, FL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

FT. PIERCE
Runway Ident - 04
Runway Lth/Wid - 5000/ 200
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 35
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

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

Total	- 893	Last 24 Hrs	- 1
Make/Model	- 60	Last 30 Days	- UNK/NR
Instrument	- 95	Last 90 Days	- 8
Multi-Eng	- 60		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AC DEPARTED ON A FERRY FLIGHT WITH THE LANDING GEAR CLAMPED IN THE DOWN POSITION AND LEAKING FUEL SYSTEM FROM A PREVIOUS ACCIDENT. THE FLIGHT WAS UNEVENTFUL UNTIL ARRIVAL AT THE DESTINATION AIRPORT. THE LEFT ENGINE FAILED ON THE DOWNWIND LEG OF THE TRAFFIC PATTERN. THE LEFT ENGINE PROPELLER WAS NOT FEATHERED. THE LEFT MAIN FUEL TANK AND AUX TANK WERE FOUND EMPTY. THE PILOT SELECTED 45 DEGREES OF FLAP AND THEN THE RIGHT ENGINE FAILED. THE RIGHT ENGINE PROPELLER WAS NOT FEATHERED. THE RIGHT MAIN FUEL TANK WAS FOUND EMPTY AND THE AUX TANK WAS FOUND FULL. THE AC THEN STRUCK THE GROUND SHORT OF THE RUNWAY AND THE LANDING GEAR SHEARED OFF AND THE AC SUSTAINED SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 2313

11/07/85

FORT PIERCE, FL

A/C Reg. No. N79620

Time (Lc1) - 1729 EST

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

Finding(s)

1. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND
 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
 3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - IMPROPER - PILOT IN COMMAND
 4. FLUID, FUEL - STARVATION
 5. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 UNDERSHOOT
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. LANDING GEAR - OUTPUT LOW
-

-----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. - 2312 11/07/85 ST.PETERSBURG,FL A/C Reg. No. N11RJ Time (Lc1) - 1623 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	5

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

Make/Model	- PIPER AIRCRAFT CORP. PA-34-200	Eng Make/Model	- CONTINENTAL TSIO-360-EB1A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4570	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 200 HP		

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 290/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CLEARWATER,FL
Destination
ST.PETERSBURG,FL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

ALBERT WHITTED
Runway Ident - 18
Runway Lth/Wid - 2800/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 50
Biennial Flight Review
Current - YES
Months Since - 24
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 1179
Make/Model-	624
Instrument-	193
Multi-Eng -	624
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	93

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT LOADED THE AC WITH 100 POUNDS OF FUEL,HIMSELF AND 5 PASSENGERS AND DEPARTED FOR A SHORT LOCAL FLIGHT. THE AC WAS LANDED 15 MINUTES LATER 382 POUNDS OVER MAX GROSS WEIGHT, AND LANDED LONG ON A 2800 FT RUNWAY, IN A CROSSWIND. THE AC THEN SKIDDED LEFT OFF THE RUNWAY NEAR THE END, AS THE RIGHT MAIN LANDING GEAR FAILED.

Brief of Accident (Continued)

File No. - 2312

11/07/85

ST.PETERSBURG,FL

A/C Reg. No. N11RJ

Time (Lc1) - 1623 EST

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

Finding(s)

1. PROPER ALIGNMENT - NOT PERFORMED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
4. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
5. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND

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

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

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

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. - 2320 11/09/85 SORRENTO, FL A/C Reg. No. N4862S Time (Lcl) - 1312 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

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

Make/Model - PIPER PA-32-260
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING O-540E4B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Itinerary

Last Departure Point
PANAMA CITY, FL
Destination
FT. PIERCE, FL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

Basic Weather - IMC

Wind Dir/Speed- 100/010 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - 700 FT SCATTERED
Lowest Ceiling - 5000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 28

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 300
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-----

THE FLT WAS ON A VFR X-COUNTRY AT 9500 FT WITH ATC FLT FOLLOWING. THE NON-INSTRUMENT RATED PLT ADVISED ATC THAT HE WAS UNABLE TO MAINTAIN VFR & CLIMBED TO 11,000 FT. HE AGAIN ADVISED HE WAS UNABLE TO MAINTAIN VFR & WAS GOING TO DESCEND. THE ACFT WAS OBSERVED BY ATC TO ENTER A LEFT TURN FROM SSE THROUGH NORTH THROUGH WEST, WHERE IT DISAPPEARED FROM THE RADAR SCOPE. A PLT WITNESS ON THE GROUND HEARD THE ACFT IN THE CLOUDS AS ENGINE POWER WAS INCREASED & DECREASED, THEN OBSERVED THE ACFT EMERGE FROM THE CLOUD BASE IN A SPIN WITH A PORTION OF THE RIGHT WING MISSING. THE ACFT CRASHED INTO A SWAMP KILLING ALL 3 OCCUPANTS. ON THE PREVIOUS DAY, A MECHANIC HAD ADVISED THE PLT THAT THE ENGINE DRIVEN VACCUM PUMP WAS INOP. THE ATTITUDE INDICATOR & HEADING INDICATOR ARE VACCUM POWERED. THE GROUND WITNESS STATED THAT AT THE TIME OF THE ACCIDENT, IT WAS VFR AT GROUND LEVEL WITH THE CLOUD BASE ESTIMATED AT 2000 FT & VISIBILITY AT LEAST 5 MI.

Brief of Accident (Continued)

File No. - 2320

11/09/85

SORRENTO, FL

A/C Reg. No. N4862S

Time (Lc1) - 1312 EST

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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

Finding(s)

4. FLIGHT/NAV INSTRUMENTS, ATTITUDE INDICATOR - INOPERATIVE
5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
6. FLIGHT/NAV INSTRUMENTS, HEADING INDICATOR - INOPERATIVE
7. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
8. VACUUM SYSTEM - INOPERATIVE
9. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

10. WING, SPAR - OVERLOAD
11. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

Occurrence #4 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #5 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2300 11/09/85 DUNNELLON, FL

A/C Reg. No. N54WP

Time (Lc1) - 1230 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - DESCENT

Fire
NONE

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

Make/Model - PARSONS B/P GYROCOPTER

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - UNK/NR

No. of Seats - 2

Eng Make/Model - MCCULLOCH O-100

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 90 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 110/009 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

DUNNELLON, FL

Destination

LOCAL

Airport Proximity
ON AIRPORT

Airport Data

DUNNELLON MUNI

Runway Ident - 05

Runway Lth/Wid - 5000/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

TOUCH AND GO

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, ATP, CFI

SE LAND, ME LAND, SE SEA

Age - 59

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 20000

Make/Model- 50

Instrument- UNK/NR

Multi-Eng - 20000

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PLT WHO WAS NOT RATED IN HELICOPTERS OR GYROPLANES AND HAD AN EXPIRED INSTRUCTORS CERTIFICATE WAS IMPARTING INSTRUCTION TO A STUDENT PLT IN A 2 PLACE HOMEBUILT GYROCOPTER. WHEN ON DOWNWIND TURN TO BASE LEG THE STUDENT TIPPED THE ROTOR DISC FORWARD AND THE ROTOR RPM DECAYED. THE ROTOR THEN WAS OBSERVED TO STRIKE THE RUDDER AND IT FAILED. THE ACFT THEN WAS OBSERVED TO FALL IN UNCONTROLLED FLT TO THE GROUND.

Brief of Accident (Continued)

File No. - 2300

11/09/85

DUNNELLON, FL

A/C Reg. No. N54WP

Time (Lc1) - 1230 EST

Occurrence #1 ABRUPT MANEUVER
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. ROTOR RPM - NOT MAINTAINED - DUAL STUDENT
2. IMPROPER USE OF PROCEDURE, LACK OF RECENT TOTAL EXPERIENCE - DUAL STUDENT
3. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND(CFI)
4. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND(CFI)
5. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND(CFI)

Occurrence #2 PROPELLER/ROTOR CONTACT
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

6. FLIGHT CONTROL, RUDDER - SEPARATION

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2378 11/18/85 FT.LAUDERDALE,FL A/C Reg. No. N823AR Time (Lcl) - 2108 EST

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

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

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

Make/Model	- CESSNA 210M	Eng Make/Model	- CONTINENTAL IO 520-L	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 300 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	SEBRING,FL			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	FT.LAUDERDALE,FL		FT LAUDERDALE INTL	
Wind Dir/Speed	- 060/023 KTS	ATC/Airspace		Runway Ident	- 09L
Visibility	- 6.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 8048/ 150
Lowest Sky/Clouds	-	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- 2000 FT BROKEN	Type Apch/Lndg	- STRAIGHT-IN	Runway Status	- WET
Obstructions to Vision	- NONE		FULL STOP		
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 - 2118	Last 24 Hrs - 8
SE LAND,ME LAND	Months Since - 3	Make/Model- 482	Last 30 Days- UNK/NR
	Aircraft Type - 210M	Instrument- 225	Last 90 Days- 315
		Multi-Eng - 236	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE IN CRUISE FLIGHT THE PILOT ATTEMPTED TO LOWER THE LANDING GEAR AND THE RIGHT MAIN LANDING GEAR WOULD NOT EXTEND. DURING THIS PROCESS THE AIRCRAFT GENERATOR WENT OFF THE LINE. THE PILOT ATTEMPTED TO MANUALLY LOWER THE LANDING GEAR AND EXTENDED THE NOSE GEAR EXTENDED AND THE LEFT MAIN GEAR EXTENDED, BUT THE RIGHT GEAR STILL DID NOT EXTEND. THE PILOT LANDED THE AIRCRAFT AND THE AIRCRAFT SLID OFF THE RUNWAY AND WAS SUBSTANTIALLY DAMAGED. POST ACCIDENT EXAMINATION OF THE RIGHT LANDING GEAR HYDRAULIC ACTUATOR REVEALED THAT IT WAS CRACKED IN FATIGUE. THIS ALLOWED THE HYDRAULIC FLUID TO BE PUMPED OVERBOARD AND CAUSED THE ACTUATOR TO NOT EXTEND THE RIGHT MAIN GEAR.

Brief of Accident (Continued)

File No. - 2378

11/18/85

FT. LAUDERDALE, FL

A/C Reg. No. N823AR

Time (Lc1) - 2108 EST

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

Finding(s)

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

Occurrence #2
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2299 11/22/85 MIAMI, FL

A/C Reg. No. N86229

Time (Lcl) - 0915 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

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

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

Eng Make/Model - LYCOMING HIO-360-F1AD
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
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 - VMC
Wind Dir/Speed- 170/012 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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

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

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

Age - 49
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

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

Total	- 9695	Last 24 Hrs	- 3
Make/Model	- 24	Last 30 Days	- 24
Instrument	- 2029	Last 90 Days	- 24
Multi-Eng	- 5356	Rotorcraft	- 24

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED HE FELT THE ENG RPM DECREASE, SO HE OPENED UP THE THROTTLE AND LOWERED THE COLLECTIVE. WHEN THESE ACTIONS DID NOT PRODUCE THE DESIRED RPM HE TRIED TO LAND IN A PLOWED FLD, THE SKIDS DUG IN THE SOFT DIRT AND CAUSED THE HELICOPTER TO ROLL OVER. EXAMINATION OF THE ENG DISCLOSED NO EVIDENCE OF A PRE-IMPACT MALFUNCTION OF FAILURE. HOWEVER, THE ROTOR SYSTEM WAS NOT CHECKED. NO DETERMINATION WAS MADE AS TO THE REASON FOR THE LOSS OF RPM.

Brief of Accident (Continued)

File No. - 2299

11/22/85

MIAMI, FL

A/C Reg. No. N86229

Time (Lc1) - 0915 EST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. TERRAIN CONDITION - NONE SUITABLE

Occurrence #3 ROLL OVER
Phase of Operation LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - ROUGH/UNEVEN
4. RUN ON LANDING - ATTEMPTED - 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. - 2377 11/23/85 LANTANA, FL A/C Reg. No. N9867C Time (Lcl) - 0928 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -TEST FLIGHT

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire

NONE

Crew

1

0

0

0

Pass

0

0

0

0

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

Make/Model - NORTH AMERICAN T-28A

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 6871

No. of Seats - 2

Eng Make/Model - WRIGHT R-1300-1B

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 800 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 360/009 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 30000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LANTANA, FL

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

PALM BEACH COUNTY

Runway Ident - 22

Runway Lth/Wid - 3485/ 150

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Age - 51

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT/MECHANIC HAD RECENTLY RE-INSTALLED A REBUILT ENGINE IN THE AIRCRAFT AND PERFORMED A VERY SHORT RUN-UP PRIOR TO TAKEOFF. WITNESSES STATED THE AIRCRAFT ENGINE MADE POPPING NOISES AND WAS BELCHING BLACK SMOKE DURING THE TAKEOFF ROLL. THE AIRCRAFT BECAME AIRBORNE AND MUSHED AROUND A LEFT 180 DEGREE TURN BEFORE CRASHING IN A SWAMPY AREA AT THE AIRPORT EDGE. EXAMINATION OF THE IGNITION HARNESS AND SPARK PLUGS REVEALED THAT A 7 MM HARNESS WAS INSTALLED UTILIZING 5 MM SPARKPLUG CONNECTORS. SIX SPARKPLUGS EXHIBITED EVIDENCE OF FLASHOVER IN THE SPARKPLUG CONNECTOR WELLS. THIS CAUSED A PARTIAL POWER LOSS OF THE TOTAL REQUIRED POWER AVAILABLE AND NECESSARY FOR FLIGHT.

Brief of Accident (Continued)

File No. - 2377

11/23/85

LANTANA, FL

A/C Reg. No. N9867C

Time (Lcl) - 0928 EST

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. JUDGEMENT - IMPROPER - PILOT IN COMMAND
3. IGNITION SYSTEM, IGNITION HARNESS - INCORRECT
4. MAINTENANCE, INSTALLATION - IMPROPER - PILOT IN COMMAND
5. IGNITION SYSTEM, SPARK PLUG - ARCING
6. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

7. TERRAIN CONDITION - SOFT
8. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2370 11/24/85 SARASOTA, FL A/C Reg. No. N201QN Time (Lcl) - 1631 EST

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

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

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

Make/Model - MOONEY M20J	Eng Make/Model - LYCOMING IO-360-A1B6D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2740	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SARASOTA, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 280/008 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 - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 24600
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 1
GLIDER	Aircraft Type - UNK/NR	Last 30 Days- 60
		Last 90 Days- 180
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES REPORTED THAT SHORTLY AFTER TAKEOFF FROM A TOUCH AND GO LANDING THE AIRCRAFTS ENGINE SPUTTERED AND QUIT COMPLETELY. AS THE PILOT WAS ATTEMPTING A FORCED LANDING THE AIRCRAFT STRUCK A TREE CAUSING THE PILOT TO LOSE CONTROL. THE AIRCRAFT STRUCK THE GROUND IN A RIGHT BANK NOSE LOW ATTITUDE AND CAME TO REST INVERTED. POST CRASH INSPECTION OF THE AIRCRAFTS ENGINE REVEALED THE ENGINES FUEL SYSTEM TO BE COMPLETELY FILLED WITH WATER. ADDITIONALLY IT WAS LEARNED THAT THE AIRCRAFT HAD SAT FOR THREE MONTHES PRIOR TO THE FLIGHT WITH APPROXIMATELY HALF FUEL TANKS. THE FUEL SUMP DRAINS IN THE AIRCRAFTS WINGS WERE FOUND RUSTED CLOSED AFTER THE ACCIDENT

Brief of Accident (Continued)

File No. - 2370

11/24/85

SARASOTA, FL

A/C Reg. No. N201QN

Time (Lc1) - 1631 EST

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

Finding(s)

1. FLUID, FUEL - CONTAMINATION
2. FLUID, FUEL - WATER
3. FUEL SYSTEM, DRAIN - NOT DUMPED
4. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - TREE(S)

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2386 12/01/85 LAKELAND, FL A/C Reg. No. N7080D Time (Lcl) - 0840 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
DESTROYED
Fire
ON GROUND

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

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

Make/Model - BEECH 60
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6725
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-541-E1A4
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 380 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

Itinerary

Last Departure Point
BARTOW, FL
Destination
ST. PETERSBURG, FL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 150/004 KTS
Visibility - 9.0 SM
Lowest Sky/Clouds - 12000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

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

Pilot-In-Command

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

Age - 64

Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - 60

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 3381
Make/Model-	1458
Instrument-	401
Multi-Eng -	3303
Last 24 Hrs -	UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE EXPERIENCED A LOSS OF POWER IN BOTH ENGINES, MADE AN EMERG LANDING IN A COW PASTURE, & STRUCK A COW ON LANDING ROLLOUT. DUE TO THE EXTENT OF POST CRASH FIRE NO DETERMINATION COULD BE MADE AS TO THE NATURE OF THE MALFUNCTION OF THE ENGINES DESCRIBED BY THE PLT.

Brief of Accident (Continued)

File No. - 2386

12/01/85

LAKELAND, FL

A/C Reg. No. N7080D

Time (Lc1) - 0840 EST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. OBJECT - ANIMAL(S)
3. FLUID, FUEL - FIRE

-----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. - 2338 6/06/85 NEWNAN, GA A/C Reg. No. N8215B Time (Lcl) - 0310 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -NON SCHED,DOMESTIC,CARGO	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 135	NONE	Pass 0	0	1	0
Accident Occurred During -LANDING					

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

Make/Model - PIPER PA-32R-301T	Eng Make/Model - LYCOMING TIO-540-S1AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE		
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 280/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - CONCRETE
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 - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1308
SE LAND,ME LAND	Months Since - 1	Make/Model- 16
	Aircraft Type - 34-200T	Instrument- 112
		Multi-Eng - 188
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 135
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENG STARTED RUNNING ROUGH THEN QUIT. THE PLT LANDED IN AWAREHOUSE PARKING LOT BETWEEN TWO ROWS OF 40-45 FOOT TRAILERS. EXAM OF THE ENG REVEALED THAT THE SHARP EDGES OF THE ROLL PIN HAD WORN THROUGH THE CENTERING SPACER FOR THE TACH DRIVE ASS'Y. WHICH THEN MIGRATED TO THE OIL SUMP. THE HEADS OF SEVEN CAM FOLLOWERS WERE BROKEN. THE ENG CASE WAS CRACKED IN SEVERAL PLACES BY FRAGMENTS OF METAL CRUSHED BETWEEN THE ROD CAPS AND CASE.

Brief of Accident (Continued)

File No. - 2338

6/06/85

NEWNAN,GA

A/C Reg. No. N8215B

Time (Lcl) - 0310 EDT

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

Finding(s)

1. ACCESSORY DRIVE ASSY,DRIVE BEARING - WORN
2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - MANUFACTURER

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

Finding(s)

3. ENGINE ASSEMBLY,OTHER - FOREIGN OBJECT
4. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. ENGINE ASSEMBLY,VALVE - MOVEMENT RESTRICTED

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. LIGHT CONDITION - DARK NIGHT

Occurrence #4 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - HIDDEN OBSTRUCTION(S)
8. LANDING GEAR,MAIN GEAR - FAILURE,TOTAL

Occurrence #5 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

9. OBJECT - VEHICLE
10. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2318

7/19/85

KENNESAW,GA

A/C Reg. No. N5473G

Time (Lcl) - 1116 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

Type of Operation -EXECUTIVE/CORPORATE

Flight Conducted Under -14 CFR 91

Fire'
ON GROUND

Accident Occurred During -DESCENT

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

Make/Model - CESSNA 421C

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 7450

No. of Seats - 7

Eng Make/Model - CONTINENTAL GTSIO-520-L

Number Engines - 2

Engine Type - RECIP-FUEL INJECTED

Rated Power - 375 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- 280/003 KTS

Visibility - 8.0 SM

Lowest Sky/Clouds - 3500 FT SCATTERED

Lowest Ceiling -

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MARIETTA,GA

Destination

ST.PETERSBURG,FL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MCCOLLUM

Runway Ident - 27

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND,SEA

Age - 22

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - 172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	1770	Last 24 Hrs	-	10
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Make/Model-	450	Last 30 Days-	UNK/NR
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Instrument-	460	Last 90 Days-	300
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Multi-Eng -	550	Rotorcraft -	UNK/NR
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LOST POWER ON # 2 ENG SHORTLY AFTER TAKE-OFF. THE ACFT CRASHED AND BURNED IN A WOODED AREA SEVERAL MILES SW OF THE ARPT. THE # 2 ENG WAS SEVERLY DAMAGED IN THE FIRE. NO PRE-IMPACT MALFUNCTION COULD BE DOCUMENTED. EXAMINATION OF THE PROP DID NOT REVEAL DAMAGE CONSISTENT WITH THAT USUALLY FOUND WHEN A PROP IS IN THE FEATHERED POSITION. THE FLAP JACK SCREW WAS FOUND IN THE 10-15 DEG POSITION. BOTH ENG HAD A HISTORY OF SHUT DOWN AT LOW PWR SETTINGS DURING TAXI. THE # 2 ENG HAD "BURBLED" DURING THE PREVIOUS FLT AND THE # 1 ENG SHUT DOWN AFTER LDG.

Brief of Accident (Continued)

File No. - 2318

7/19/85

KENNESAW, GA.

A/C Reg. No. N5473G

Time (Lcl) - 1116 EDT

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

Finding(s)

1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - IMPROPER - PILOT IN COMMAND
2. MISCELLANEOUS - UNDETERMINED
3. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
5. PROPELLER FEATHERING - NOT USED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - TREE(S)

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) 1,2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2252 10/06/85 AMERICUS,GA A/C Reg. No. N4287H Time (Lc1) - 1200 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 -LANDING

Fire

NONE

Crew

Pass

0

0

1

0

0

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 - 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- 045/010 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

COLUMBUS,GA

Destination

AMERICUS,GA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

STRUTHER FIELD

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 60

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 562

Make/Model- 328

Instrument- 192

Last 24 Hrs - 1

Last 30 Days- 6

Last 90 Days- 28

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CONTACTED A TREE AND CAME TO REST INVERTED DURING A FORCED LANDING FOLLOWING A LOSS OF PWR. THE LOSS OF PWR OCCURRED APRX 5 MILES WEST OF THE DESTINATION ARPT. POST ACCIDENT INSPECTION OF THE AIRFRAME AND POWERPLANT FAILED TO DISCLOSE ANY MECHANICAL FAILURE/MALFUNCTION WHICH WOULD HAVE RESULTED IN THE PWR LOSS.

Brief of Accident (Continued)

File No. - 2252

10/06/85

AMERICUS, GA

A/C Reg. No. N4287H

Time (Lc1) - 1200 EDT

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)
2. OBJECT - TREE(S)

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2333 10/21/85 HAWKINSVILLE,GA A/C Reg. No. N66RD Time (Lcl) - 1810 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
IN FLIGHT

Crew
Pass

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

Make/Model - CESSNA 182P

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2950

No. of Seats - 4

Eng Make/Model - CONT MOTOR O-470 S

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 230 HP

ELT Installed/Activated - YES-UNK/NR

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 360/003 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WAYCROSS,GA

Destination

ATLANTA,GA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HAWKINSVILLE PULASKI CO

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,ATP,CFI

SE LAND

Age - 28

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 3093 Last 24 Hrs - 2

Make/Model- 15 Last 30 Days- 0

Instrument- 255 Last 90 Days- 0

Multi-Eng - 1543

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE ACFT CAUGHT FIRE DURING A FORCED LNDG AFTER LOSING ENG POWER DURING CRUISE. THE PLT APPROACHED A HI-WAY FOR LANDING AND SMOKE FILLED THE COCKPIT. DURING ROLLOUT FIRE CAME THRU THE FIREWALL AND THE PLT EVACUATED THE MOVING ACFT. THE UNOCCUPIED ACFT CONTINUED OFF THE ROAD WHERE IT COLLIDED WITH A TREE & BURNED.

Brief of Accident (Continued)

File No. - 2333

10/21/85

HAWKINSVILLE,GA

A/C Reg. No. N66RD

Time (Lc1) - 1810 EDT

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

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. EMERGENCY PROCEDURE - CONTINUED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. WINDOW,FLIGHT COMPARTMENT WINDOW/WINDSHIELD - SMOKE

Occurrence #3 FIRE
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. ENGINE ASSEMBLY - FIRE

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

Finding(s)

6. OBJECT - TREE(S)

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

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

Factor(s) relating to this accident is/are finding(s) 2,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2394 12/01/85 ALBANY,GA A/C Reg. No. N999B Time (Lcl) - 1512 EST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

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

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

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

Make/Model - AERO COMMANDER 500
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6000
No. of Seats - 7

Eng Make/Model - LYCOMING D540-A2B
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 250/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 2000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ALBANY,GA
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

TALLASSEE PLANTATION
Runway Ident - 18
Runway Lth/Wid - 4200 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - WET

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

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - 500

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

Total	- 8565	Last 24 Hrs	- 5
Make/Model-	6100	Last 30 Days-	UNK/NR
Instrument-	619	Last 90 Days-	190
Multi-Eng	- 6390		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT LANDED ON THE WET SOD RUNWAY WITH A 30 TO 35 KNOT TAILWIND AND RAN OFF THE END OF THE RUNWAY AND INTO THE TREES. THE PILOT RELATED THAT THE WIND SHIFTED 180 DEGREES UPON TOUCHDOWN. THE PILOT ALSO STATED THAT HE TOUCHED DOWN APPROXIMATELY 1000 FT FROM THE APPROACH END OF THE 4200 FT RUNWAY.

Brief of Accident (Continued)

File No. - 2394

12/01/85

ALBANY,GA

A/C Reg. No. N999B

Time (Lc1) - 1512 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH WIND
4. WIND INFORMATION - INACCURATE - PILOT IN COMMAND
5. WEATHER CONDITION - TAILWIND
6. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
7. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

8. OBJECT - TREE(S)
9. FUSELAGE,CREW COMPARTMENT - WET

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2340 12/07/85 STONE MOUNTAIN,GA A/C Reg. No. N4707N Time (Lcl) - 1925 EST

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

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

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

Make/Model - CESSNA 182Q	Eng Make/Model - CONTINENTAL O-470-U	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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 - FSS	Last Departure Point GREENVILLE,SC	Airport Data
Method - TELEPHONE	Destination STONE MOUNTAIN,GA	STONE MOUNTAIN
Completeness - FULL	ATC/Airspace	Runway Ident - 17
Basic Weather - VMC	Type of Flight Plan - IFR	Runway Lth/Wid - 3000/ 40
Wind Dir/Speed- 130/006 KTS	Type of Clearance - IFR	Runway Surface - ASPHALT
Visibility - 15.0 SM	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Lowest Sky/Clouds - 25000 FT SCATTERED		
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 578
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 300
		Instrument- 53
		Last 30 Days- UNK/NR
		Last 90 Days- 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER AN IFR FLIGHT INTO HIS HOME AREA, PILOT CHANGED DEST TO LAND ON HIS HOME AIRPORT. MADE A VFR PATTERN TO LAND ON RWY 17. PLT STATED THAT HE FLARED TOO LATE, HIT THE RUNWAY, BOUNCED REAL HIGH AND WENT AROUND. MADE A SOFT FIELD LDG AND WHEN TYING ACFT DOWN NOTED CRACKED NOSE GEAR FAIRING AND WRINKLED ENGINE COWLING. MECHANIC ASSESSED THE DAMAGE TO BE SUBSTANTIAL.

Brief of Accident (Continued)

File No. - 2340

12/07/85

STONE MOUNTAIN,GA

A/C Reg. No. N4707N

Time (Lcl) - 1925 EST

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - INACCURATE - PILOT IN COMMAND
 2. LIGHT CONDITION - DARK NIGHT
 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2314 10/31/85 GULF OF MEXICO, GM A/C Reg. No. N24MS Time (Lcl) - 0829 EST

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

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

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

Make/Model	- PIPER AIRCRAFT CORP. PA-34-200	Eng Make/Model	- CONTINENTAL TS10-360-EB	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4570	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 200 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELEPHONE	SARASOTA, FL	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- IMC	COLUMBUS, GA	
Wind Dir/Speed	- 200/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 12.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- 8000 FT BROKEN	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate	- EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 395
SE LAND, ME LAND	Months Since - 4	Make/Model	- 100
	Aircraft Type - PA34200	Instrument	- 63
		Multi-Eng	- 100
		Last 24 Hrs	- 2
		Last 30 Days	- 8
		Last 90 Days	- 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AIRCRAFT DISAPPEARED FROM RADAR WHILE OPERATING IN AN AREA OF LEVEL 3, 4, AND 5 THUNDERSTORMS ASSOCIATED WITH TROPICAL STORM JUAN. A SEARCH BY THE U. S. COAST GUARD RESULTED IN NO AIRCRAFT WRECKAGE BEING FOUND. THE AIRCRAFT IS MISSING AND THE PILOT IS PRESUMED DEAD.

Brief of Accident (Continued)

File No. - 2314

10/31/85

GULF OF MEXICO,GM

A/C Reg. No. N24MS

Time (Lc1) - 0829 EST

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. - 2341 4/20/85 KAILUA/KONA, HI A/C Reg. No. N478KA Time (Lc1) - 0920 HST

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage DESTROYED		Injuries		
Type of Operation -SIGHTSEEING	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -LANDING			0	0	6
					0

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

Make/Model - BELL 206-L1	Eng Make/Model - ALLISON 250-C28B	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4150	Engine Type - TURBOSHAFT	
No. of Seats - 7	Rated Power - 500 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	KAILUA/KONA, HI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed - 060/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 15000 FT THIN OVC	Type of Clearance - NONE	Runway Surface - SNOW
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - SNOW - DRY
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 9021
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 18
HELICOPTER	Aircraft Type - 300	Instrument - UNK/NR
		Multi-Eng - 48
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - 8944

Instrument Rating(s) - NONE

-----Narrative-----

A REVENUE SIGHT-SEEING HELICOPTER FLIGHT OPERATING UNDER 14 CFR 91 COLLIDED WITH LAVA ROCK WHILE ATTEMPTING A FORCED LANDING ON THE SUMMIT OF MUANA LOA VOLCANO AFTER A PARTIAL LOSS OF POWER. THE PILOT STATED THAT WHILE IN A SHALLOW DOWNWIND TURN AT APRX 200 FT AGL & AN AIRSPEED OF ABOUT 40 MPH, THE HELICOPTER BEGAN TO SETTLE WHILE HE CONTINUED TO ADD POWER. THE AIRCRAFT WAS TOO LOW TO INCREASE AIRSPEED. AFTER HITTING THE LAVA ROCK, THE HELICOPTER SKIDDED 12 FEET, TURNED TO THE RIGHT, & ROLLED OVER TO THE LEFT. BOTH THE FLT CONTROLS & THE ENG FUNCTIONED TO TOUCHDOWN. TESTS DISCLOSED NO DISCREPANCIES IN THE FUEL SYSTEM. THE HEIGHT-VELOCITY DIAGRAM HAS ONLY BEEN TESTED TO A DENSITY ALT OF 10,000 FT. THE ACCIDENT OCCURRED AT A DENSITY ALT OF 15,500 FT. IT DOES NOT APPLY ABOVE A DENSITY ALT OF 5,400 FT AT A GROSS WEIGHT OF 3,600 LBS, THE ESTIMATED WEIGHT OF THE HELICOPTER AT THE ACCIDENT SITE.

Brief of Accident (Continued)

File No. - 2341

4/20/85

KAILUA/KONA, HI

A/C Reg. No. N478KA

Time (Lcl) - 0920 HST

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

Finding(s)

1. PERFORMANCE DATA - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
5. INSUFFICIENT STANDARDS/REQUIREMENTS, OPERATION/OPERATOR - COMPANY/OPERATOR MGMT
6. INADEQUATE CERTIFICATION/APPROVAL, OPERATION/OPERATOR - FAA(ORGANIZATION)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

7. TERRAIN CONDITION - NONE SUITABLE

Occurrence #4 ROLL OVER
Phase of Operation LANDING - ROLL

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

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

Factor(s) relating to this accident is/are finding(s) 2,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2382 7/22/85 KAHULUI, HI A/C Reg. No. N6740T Time (Lcl) - 0715 HST

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

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

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

Make/Model - CESSNA 310D	Eng Make/Model - CONTINENTAL IO-470-D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4830	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	ON AIRSTRIP
Method - N/A	HONOLULU, HI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MAUI, HI	KAHULUI
Wind Dir/Speed- 030/010 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 4000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1420
SE LAND, ME LAND	Months Since - 7	Make/Model- 54
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 54
		Last 24 Hrs - UNK/NR
		Last 30 Days- 0
		Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

ON JULY 22, 1985, A CESSNA 3100, N6740T EXPERIENCED A LOSS OF ENGINE POWER WHILE ON FINAL APPROACH TO THE KAHULUI ARPT IN MAUI, HAWAII. THE AC SUSTAINED SUBSTANTIAL DAMAGE AND THE PLT RECEIVED MINOR INJURIES. THE AC HAS A FUEL CAPACITY OF 90 GAL USEABLE. THE OWNER ESTIMATED 22 GALLONS OF FUEL WAS USED PER HOUR. THE AC WAS REFUELED ON JUNE 21, 1985. FROM JUNE 21 TO JULY 22, THE AC FLEW A TOTAL OF 3.4 HRS OR ABOUT 78 GALLONS WHICH LEFT APPROX 15.2 GALLONS OF FUEL REMAINING. BETWEEN THESE DATES THE AC HAD ENGINE PROBLEMS AND HAD USED FUEL FOR AN ABORTED TAKEOFF AND THREE SUBSEQUENT ENGINE GROUND RUN-UPS. HE HOBBS METER READING AT THE END OF MAINTENANCE WAS 116.6 HRS AND THE METER READING AT THE TIME OF THE ACCIDENT WAS 118.5 HRS.

Brief of Accident (Continued)

File No. - 2382

7/22/85

KAHULUI, HI

A/C Reg. No. N6740T

Time (Lc1) - 0715 HST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
-

Occurrence #2 HARD LANDING
Phase of Operation LANDING

Finding(s)

3. STALL - INADVERTENT - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2337 5/26/85 JOLIET,IL

A/C Reg. No. N404Z

Time (Lcl) - 1815 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				

Type of Operation -POSITIONING

Fire

Crew

0

0

1

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -TAXI

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

Make/Model - HUGHES 300

Eng Make/Model - LYCOMING H10-360D7A

ELT Installed/Activated - NO -N/A

Landing Gear - SKID

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 1650

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 2

Rated Power - 200 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 220/015 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - 20000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

JOLIET,IL

Destination

JOLIET,IL

Airport Proximity

UNK/NR

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

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

Pilot-In-Command

Age - 29

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

PRIVATE

Current - NO

Total - 76

Last 24 Hrs - UNK/NR

Months Since - 0

Make/Model- 54

Last 30 Days- UNK/NR

HELICOPTER

Aircraft Type - UNK/NR

Instrument- 0

Last 90 Days- 5

Rotorcraft - 76

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER EXPERIENCED EXTREME VERTICAL VIBRATIONS WHILE LANDING FROM A HOVER. INADVERTENT GROUND CONTACT DURING UNCONTROLLED OSCILLATIONS RESULTED IN DESTRUCTION OF THE HELICOPTER.

Brief of Accident (Continued)

File No. - 2337

5/26/85

JOLIET, IL

A/C Reg. No. N404Z

Time (Lcl) - 1815 CDT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAXI - AERIAL

Finding(s)

1. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2309

7/03/85

CARBONDALE, IL

A/C Reg. No. N1729K

Time (Lcl) - 2145 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 -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

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

Make/Model - CESSNA 310D
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4830
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 8000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
WHEELING, IL
Destination
CARBONDALE, IL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

SOUTHERN ILLINOIS
Runway Ident - 18
Runway Lth/Wid - 5801/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
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	- 1300	Last 24 Hrs	- UNK/NR
Make/Model	- 500	Last 30 Days	- UNK/NR
Instrument	- 30	Last 90 Days	- UNK/NR
Multi-Eng	- 800		

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS LANDING AT DEST ARPT AFTER A TWO HR XCOUNTRY FLT. AT GEAR EXT NO GREEN LIGHT. PILOT RECYCLED GEAR BUT STILL NO LIGHT. EMERGENCY EXT USED AND THREE GREEN INDICATED. ON LD ROLL NOSE GEAR COLLAPSED. UPLOCK ARM TUBE WAS BROKEN ON THE NOSE GEAR.

Brief of Accident (Continued)

File No. - 2309

7/03/85

CARBONDALE, IL

A/C Reg. No. N1729K

Time (Lc1) - 2145 CDT

Occurrence #1 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NOSE GEAR - UNLOCKED
 2. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, PARTIAL
-

Occurrence #2 NOSE DOWN
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2268 7/10/85 COAL VALLEY, IL A/C Reg. No. N8951F Time (Lcl) - 1845 CDT

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

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

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

Make/Model	- HUGHES 269A1A	Eng Make/Model	- LYCOMING H10-360-B1A	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4700	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 180 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GENESCO, IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	COAL VALLEY, IL	Runway Ident - N/A
Wind Dir/Speed- 310/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - 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)
COMMERCIAL	Current - YES	Total - 477
	Months Since - 22	Last 24 Hrs - 7
HELICOPTER	Aircraft Type - 269	Make/Model- 469
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 105
		Rotorcraft - 469

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN AERIAL APPLICATION RUN THE PLT REPORTED A "SPLIT SECOND LOSS OF POWER." HE LOST DIRECTIONAL CONTROL OF THE HELICOPTER AND IT SETTLED INTO TALL CORN. IMPACT RESULTED IN LOSS OF THE MAIN ROTOR BLADES, SEVERENCE OF THE TAIL CONE AND SEPARATION OF THE SKIDS. EXAMINATION OF THE FUEL, ENG COMPONENTS AND AN ENG RUN DISCLOSED NO FAILURE/MALFUNCTION.

Brief of Accident (Continued)

File No. - 2268

7/10/85

COAL VALLEY, IL

A/C Reg. No. N8951F

Time (Lcl) - 1845 CDT

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

Finding(s)

1. ROTOR RPM - INATTENTIVE - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2361 7/30/85 PAXTON,IL A/C Reg. No. N28LS Time (Lcl) - 1545 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model	- LARRY SCHINDLER MIDGET MUSTANG	Eng Make/Model	- CONTINENTAL O-200A	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 942	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	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- 340/007 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 8000 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOUISVILLE,KY

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

PAXTON MUNICIPAL
Runway Ident - 18
Runway Lth/Wid - 3400/ 50
Runway Surface - MACADAM
Runway Status - DRY

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

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

Age - 63
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - 2 PLACE

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

Total	- 11688	Last 24 Hrs	- 1
Make/Model-	UNK/NR	Last 30 Days-	7
Instrument-	1881	Last 90 Days-	23
Multi-Eng	- 3028		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT PITCHED UP AT ABOUT 100 FT AGL AFTER TAKEOFF. AFTER A RT & LEFT TURN THE ACFT PITCHED DOWN AND STRUCK THE GROUND LEFT WING DOWN AT ABOUT A 30 DEGREE ANGLE. NO EVIDENCE WAS FOUND TO INDICATE A FAILURE OR MALFUNCTION OF THE ACFT OR COMPONENTS. PRESCRIPTION DRUGS WERE FOUND TO HAVE BEEN PRESCRIBED FOR THE PLT WHICH SHOULD HAVE SUSPENDED AIR FLYING DURING THE PERIOD OF TAKING THE MEDICATION.

Brief of Accident (Continued)

File No. - 2361

7/30/85

PAXTON, IL

A/C Reg. No. N28LS

Time (Lc1) - 1545 CDT

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. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE, PHYSICAL IMPAIRMENT (DRUGS) - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2334

10/07/85

GRAYSLAKE, IL

A/C Reg. No. N3890P

Time (Lcl) - 1150 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

1

Accident Occurred During -LANDING

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

Make/Model - CESSNA P210N

Eng Make/Model - CONTINENTAL TS10-520-P

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 4000

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 6

Rated Power - 310 HP

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 090/010 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

SAULT STE MARIE, MI

Destination

WHEELING, IL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - DRY

ICE COVERED

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - TRAFFIC ADVISORY

Type Apch/Lndg - STRAIGHT-IN

FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 61

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft.Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1293

Make/Model- 12

Instrument- 0

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING DESCENT THE ENGINE STOPPED RUNNING. THE AIRCRAFT WAS LANDED IN A SOFT FIELD & NOSED OVER. ONLY 4 GALLONS OF FUEL WAS FOUND IN THE LEFT FUEL SYSTEM WITH NO EVIDENCE OF LEAKAGE. THE PILOT ONLY USED THE LEFT SYSTEM DURING THE 2 HOUR FLIGHT. FUEL TANKS WERE REPORTEDLY TOPPED OFF BEFORE FLIGHT.

Brief of Accident (Continued)

File No. - 2334

10/07/85

GRAYSLAKE,IL

A/C Reg. No. N3890P

Time (Lcl) - 1150 CDT

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

Finding(s)

1. FLUID,FUEL - STARVATION
2. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2270 10/19/85 MURPHYSBORO, IL A/C Reg. No. N9271A Time (Lcl) - 1840 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
NONE

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

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

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

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 180/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 2000 FT
Lowest Ceiling - 2000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DUSK

Itinerary

Last Departure Point
CARBONDALE, IL
Destination
STUTT GART, AR

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 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 - 2687
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 TOOK OFF IN MARGINAL VMC IN AN ACFT PLACARDED FOR "DAY VFR ONLY". APRX 32 MINUTES AFTER TAKEOFF THE ACFT COLLIDED WITH TREES AND DESCENDED TO GROUND IMPACT. A HUNTER IN THE LOCAL AREA AT THE TIME OF THE ACCIDENT REPORTED HEARING THE ACFT ENG SOUND CHANGE AS IF THE ACFT WERE TURNING. HE STATED HE COULD NOT SEE THE ACFT BECAUSE OF LOW CLOUDS, POOR VISIBILITY AND HEAVY RAIN.

Brief of Accident (Continued)

File No. - 2270

10/19/85

MURPHYSBORO, IL

A/C Reg. No. N9271A

Time (Lc1) - 1840 CDT

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

Finding(s)

1. OBJECT - TREE(S)
2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - LOW CEILING
5. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2345

9/14/85

ELKHART, IN

A/C Reg. No. N23105

Time (Lcl) - 0940 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
ON GROUND

Crew
Pass

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

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

Make/Model - VANBENTHUYSEN JOHN BEDE BD-5B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 660
No. of Seats - 1

Eng Make/Model - OMC 75ER79
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 70 HP

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

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

Weather Data

Wx Briefing - NWS
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 100/004 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

UNK/NR

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 54

Biennial Flight Review

Current - YES

Months Since - 14

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	183	Last 24 Hrs -	1
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Make/Model-	3	Last 30 Days-	1
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Instrument-	4	Last 90 Days-	3
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT ROLLED INVERTED & COLLIDED WITH THE GROUND AFTER AN OVERTEMPERATURE READING, AN RPM LOSS AND LOSS OF AIRSPEED WERE RECOGNIZED BY THE PLT DURING THE RECORDING OF THE TAKEOFF. THE PLT HAD A PORTABLE RECORDER ON BOARD AND WAS USING IT DURING THE TAKEOFF. HE SAID THE 195 DEGREE TEMPERATURE WAS "NO BIG DEAL" BUT THEN NOTED A DROP IN AIRSPEED AND STOPPED TALKING. THE RECORDER KETP OPERATING UNTIL THE CRASH AND RECORDED AN RPM REDUCTION TO NEARLY IDLE. POST ACC EXAM NOTED SCORING & BLUEING OF #1 & 2 CYLINDER WALLS INDICATING OVERHEATING & POSSIBLE SEIZURE OF THE ENG. FUEL WAS FOUND IN THE ENG & FUEL LINES.

Brief of Accident (Continued)

File No. - 2345

9/14/85

ELKHART, IN

A/C Reg. No. N23105

Time (Lcl) - 0940 EST

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

Finding(s)

1. ENGINE ASSEMBLY - OVERTEMPERATURE

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

Finding(s)

2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - UNCONTROLLED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2223 11/24/85 FORT WAYNE, IN

A/C Reg. No. N46L

Time (Lcl) - 1408 EST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage

SUBSTANTIAL

Fire
ON GROUND

Crew
Pass

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

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

Make/Model - BEECH E18S
Landing Gear - UNK/NR
Max Gross Wt - 10000
No. of Seats - 2

Eng Make/Model - P&W R-985AN-14B
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
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
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

BAER FIELD
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)
ATP
ME LAND
HELICOPTER

Age - 36
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - BE-18S

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 11969	Last 24 Hrs - 2
Make/Model- 143	Last 30 Days- 32
Instrument- 1646	Last 90 Days- 111
Multi-Eng - 4431	

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE ACFT EXPERIENCED A RIGHT ENG FIRE DURING ENG START. THE PLT REPORTED THE RIGHT ENG WOULD NOT START DURING THE FIRST ATTEMPT. DURING THE SECOND ATTEMPT AT STARTING THE ENG, IT STARTED. WHILE RUNNING THE ENG ON THE PRIMER, THE PLT HEARD A LOUD BANG AND SAW FLAMES COMING FROM THE ENG. THE PLT ATTEMPTED TO RUN THE ENG TO DRAW THE FLAMES INTO THE INTAKE, HOWEVER, THIS FAILED TO EXTINGUISH THE FIRE. THE PLT SECURED THE ACFT AND EVACUATED. THE FIRE WAS THEN COMPLETELY EXTINGUISHED BY THE ARPT FIRE DEPT. INVESTIGATION DISCLOSED THE RIGHT ENG CARB FLOAT ASSEMBLY WAS CRACKED ALLOWING THE FLOAT TO SINK. WHEN THE FUEL BOOST PUMP WAS USED FOR STARTING THE ENG THE FUEL WAS ALLOWED TO FLOW THROUGH THE CARB INTO THE INTAKE SCOOP AND ONTO THE ACFT AND GROUND BELOW THE ACFT. THE ENG BACKFIRE, HEARD BY THE PLT, THEN IGNITED THE FUEL.

Brief of Accident (Continued)

File No. - 2223

11/24/85

FORT WAYNE, IN

A/C Reg. No. N46L

Time (Lcl) - 1408 EST

Occurrence FIRE
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. FLUID, FUEL - LEAK
2. FUEL SYSTEM, CARBURETOR - CRACKED

----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. - 2389 7/04/85 BLUE RAPIDS,KS A/C Reg. No. N4482K Time (Lcl) - 0850 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	1	2	0
Accident Occurred During -LANDING					

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

Make/Model - RYAN NAVION	Eng Make/Model - CONTINENTAL E185-3	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 185 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - PATWAS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	TOPEKA,KS	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	HEBRON,NE	UNKNOWN
Wind Dir/Speed- 220/009 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 - VFR	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1168
SE LAND,ME LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - NAVION	Make/Model- 435
		Instrument- 865
		Last 30 Days- UNK/NR
		Last 90 Days- 7
		Multi-Eng - 48

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT ENG LOST POWER AFTER A 30 MINUTE FLT AND A FORCED LANDING RESULTED IN AN OFF.-ARPT ACC.WITNESSES AT THE ACC SITE DID NOT FIND ANY FUEL IN THE TANKS OR EVIDENCE OF SPILLAGE OF FUEL. AN INSPECTION OF THE ENG DID NOT REVEAL ANY DISCREPANCIES. A CERTIFIED REPAIR STATION INSPECTED THE CARBURETOR ENG DRIVEN FUEL PUMP & ELEC BOOST PUMP. THE BOOST PUMP FLOWED FUEL OUT THE OVERBOARD LINE WHEN AT STATIC THE PLT SAID A VISUAL PRE-FLT CHECK OF THE MAIN FUEL TANKS INDICATED APRX 28 GALS. HE ESTIMATED 10 GALS IN THE AUX TANK BASED ON A PREVIOUS CHECK.

Brief of Accident (Continued)

File No. - 2389

7/04/85

BLUE RAPIDS,KS

A/C Reg. No. N4482K

Time (Lc1) - 0850 CDT

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

Finding(s)

1. FUEL SYSTEM,PUMP - IMPROPER
 2. FLUID,FUEL - EXHAUSTION
 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 4. 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) 1,3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2287 5/05/85 BUNKIE, LA A/C Reg. No. N5491E Time (Lcl) - 1500 CDT

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

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

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

Make/Model - ALON A-2	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BUNKIE, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MARKSVILLE, LA	
Wind Dir/Speed- 170/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 159
SE LAND	Months Since - 14	Make/Model- 153
	Aircraft Type - A-2	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED THE TERRAIN AND WAS DESTROYED BY FIRE FOLLOWING A LOSS OF ELEVATOR AND AILERON CONTROL. THE PLT REPORTED HE MAINTAINED CONTROL OF THE ACFT BY USE OF THE RUDDER, PWR AND ELEVATOR TRIM. POST ACCIDENT INSPECTION REVEALED THE LEFT AILERON CONTROL SHAFT WAS MISSING. THE CONTROL SHAFT UNIVERSAL AND TAPER PIN ON THE CONTROL ASSEMBLY WERE ALSO NOT LOCATED.

Brief of Accident (Continued)

File No. - 2287

5/05/85

BUNKIE,LA

A/C Reg. No. N5491E

Time (Lc1) - 1500 CDT

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

Finding(s)

1. FLIGHT CONTROL,AILERON - INOPERATIVE
 2. FLT CONTROL SYST,AILERON CONTROL - FAILURE,PARTIAL
 3. FLIGHT CONTROL,ELEVATOR - INOPERATIVE
 4. FLT CONTROL SYST,ELEVATOR CONTROL - FAILURE,PARTIAL
 5. REMEDIAL ACTION - 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) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2264

6/17/85

LAKE CHARLES, LA

A/C Reg. No. N4438V

Time (Lcl) - 1930 CST

-----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 - DESCENT

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

Make/Model - TERATORN TIERRA II
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 735
No. of Seats - 1

Eng Make/Model - ROTAX 503
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 50 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- 180/007 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
LAKE CHARLES, LA
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

Age - 56
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	93
Make/Model-	93
Instrument-	8
Last 24 Hrs	- UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT IMPACTED THE TERRAIN IN AN UNCONTROLLED DESCENT. WITNESSES STATED THE ACFT WAS PARTICIPATING IN A BEAN BAG DROP CONTEST WHEN THE ACCIDENT OCCURRED. AFTER DROPPING THE LAST BAG THE ACFT MADE A TURN TO THE WEST, ENTERED A SPIN AND DESCENDED TO GROUND IMPACT. THE PLT'S DAUGHTER REPORTED THE PLT HAD BEEN FEELING ILL AND WAS UNUSUALLY THIRSTY DURING THE 2 DAYS PRIOR TO THE ACCIDENT. THE CORONER REPORTED IN THE AUTOPSY, "... THE DECEASED WAS SUFFERING FROM SEVERE MYOCARDIAL ISCHEMIA OR AN EARLY MYOCARDIAL INFRACTION. THE SUBSEQUENT DEVELOPEMENT OF A MYOCARDIAL ARRYTHMIA OR CARDIAL ARREST INFRACTION COULD HAVE RESULTED IN A SUDDEN LOSS OF CONTROL OF THE AIRCRAFT WITH SUBSEQUENT CRASH."

Brief of Accident (Continued)

File No. - 2264

6/17/85

LAKE CHARLES, LA

A/C Reg. No. N4438V

Time (Lc1) - 1930 CST

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

Finding(s)

1. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND
 2. PHYSICAL IMPAIRMENT(HEART ATTACK) - PILOT IN COMMAND
 3. STALL/SPIN
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2289 7/29/85 HOUMA, LA

A/C Reg. No. N3607C

Time (Lcl) - 1701 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
DESTROYED

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

Type of Operation -POSITIONING

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire
NONE

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

Make/Model - S.N.I.A.S. AS350D ASTAR
Landing Gear - SKID
Max Gross Wt - 4190
No. of Seats - 6

Eng Make/Model - LYCOMING LTS-101-600A2
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 531 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/004 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - DRIZZLE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HOUMA, LA
Destination
LAFAYETTE, LA

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
SE LAND
HELICOPTER

Age - 32
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - AS350D

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4940
Make/Model- 1407
Instrument- 910
Multi-Eng - 3
Last 24 Hrs - 7
Last 30 Days- UNK/NR
Last 90 Days- 192
Rotorcraft - 4822

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PLT LANDED AT A MICROWAVE ANTENNA TOWER AND DID NOT SHUT DOWN THE ENG OR DEPLANE. AN EMPLOYEE AT THE TOWER RETRIEVED CARGO FROM THE HELICOPTER (A SMALL BOX OF PARTS) AND WENT BACK INSIDE THE TOWER BUILDING. SHORTLY THEREAFTER, THE PLT APPARENTLY INITIATED HIS TAKEOFF IN A DIRECTION WHICH WOULD TAKE THE HELICPTER UNDERNEATH ON OF THE TOWER GUY WIRES. THE MAIN ROTOR BLADES CONTACTED AND SEPARATED ONE OF THE GUY WIRES. THE HELICOPTER THEN DESCENDED TO GROUND IMPACT. THE HELICOPTER'S SKIDS WERE ABOUT 30 FT AGL WHEN THE MAIN ROTOR CONTACTED THE WIRE. INVESTIGATION REVEALED THAT HAD THE PLT COMPLETED THE ACCIDENT FLT HE WOULD HAVE ARRIVED HOME LATER THAN HE INTENDED.

Brief of Accident (Continued)

File No. - 2289

7/29/85

HOUMA, LA

A/C Reg. No. N3607C

Time (Lcl) - 1701 CDT

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

Finding(s)

1. OBJECT - GUY WIRE
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
6. WEATHER CONDITION - RAIN
7. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2277 8/21/85 WELSH, LA A/C Reg. No. N480AG Time (Lcl) - 1005 CDT

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

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

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

Make/Model - ADVANCED TECH. PREDATOR 480	Eng Make/Model - LYCOMING IO-720-C1BD	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 7100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 400 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	
Wind Dir/Speed- 030/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
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- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3500
SE LAND, ME LAND	Months Since - 2	Make/Model- 75
	Aircraft Type - C-172XP	Instrument- 40
		Multi-Eng - 15
		Last 24 Hrs - 1
		Last 30 Days- 35
		Last 90 Days- 75

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT IMPACTED THE TERRAIN IN AN UNCONTROLLED DESCENT DURING THE INITIAL TAKEOFF CLIMB. THE PLT REPORTED THAT AFTER TAKEOFF AT AN ALT OF APRX 20 FT AGL, THE ACFT ROLLED 20 TO 25 DEGS TO THE RIGHT. AFTER CORRECTING FOR THE ROLL, THE PLT STATED, THE ACFT SETTLED TO GROUND IMPACT. WITNESSES REPORTED THE GRASS AIRSTRIP USED FOR TAKEOFF CONTAINED 7 TO 8 INCH HIGH GRASS AND IT WAS WET FROM A 2 INCH RAINFALL ON THE PREVIOUS DAY. A SLIGHT QUARTERING TAILWIND WAS ALSO REPORTED TO HAVE BEEN PRESENT AT THE TIME.

Brief of Accident (Continued)

File No. - 2277

8/21/85

WELSH,LA

A/C Reg. No. N480AG

Time (Lc1) - 1005 CDT

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

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - HIGH VEGETATION
 2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 4. LIFT-OFF - NOT MAINTAINED - PILOT IN COMMAND
 5. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 6. STALL/MUSH
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2224 8/27/85 RAYVILLE, LA A/C Reg. No. N731LX Time (Lc1) - 1130 CST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

Injuries

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

DESTROYED

Fatal

Serious

Minor

None

Fire

Crew

0

0

0

1

NONE

Pass

0

0

0

0

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

Make/Model - CESSNA A188B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4000
No. of Seats - 1

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 090/004 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 58
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 6782 Last 24 Hrs - UNK/NR
Make/Model- 1012 Last 30 Days- 20
Instrument- 938 Last 90 Days- 80
Multi-Eng - 4333

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CONTACTED THE TERRAIN IN A COTTON FLD DURING AN UNCONTROLLED DESCENT WHICH OCCURRED ON TAKEOFF. THE PLT WAS TEST FLYING THE ACFT IN ANTICIPATION OF POSSIBLY PURCHASING IT. THE PLT REPORTED THAT WHEN APRX 1/2 THE WAY DOWN THE RWY THE ACFT DID NOT APPEAR AS THOUGH IT WOULD CLEAR TREES AT THE END OF THE RWY. HE ELECTED TO CONTINUE THE TAKEOFF AND DUMP THE 110 GALLON LOAD OF WATER ON BOARD. UPON CROSSING THE END OF THE RWY AT AN ALT OF 10 TO 20 FT AGL, THE PLT INITIATED A TURN TO AVOID THE TREES. DURING THE TURN THE PLT INTENDED TO DUMP THE LOAD, BUT HE INADVERTANTLY DEPLOYED THE FLAPS. THE ACFT HEN SETTLED INTO THE COTTON FLD. THE ACFT OWNER STATED THE PLT WAS BRIEFED ON TAKEOFF DISTANCES AND THE ACFT PERFORMANCE, HOWEVER, HE FAILED TO USE ALL AVAILABLE RWY FOR THE TAKEOFF.

Brief of Accident (Continued)

File No. - 2224

8/27/85

RAYVILLE, LA

A/C Reg. No. N731LX

Time (Lcl) - 1130 CST

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

Finding(s)

1. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
2. PROPER CLIMB RATE - NOT OBTAINED - PILOT IN COMMAND
3. OBJECT - TREE(S)
4. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
5. LOWERING OF FLAPS - INADVERTENT - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2278 10/03/85 LAKE CHARLES, LA A/C Reg. No. N67803 Time (Lcl) - 1243 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -OTHER WORK USE
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 - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-360-A2F
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- 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
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,CFI
SE LAND,ME LAND

Age - 28
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 803
Make/Model- 8
Instrument- 95
Multi-Eng - 176
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 101

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT EXPERIENCED ENG FAILURE AS A RESULT OF FUEL EXHAUSTION AND THE PLT MADE A FORCED LANDING IN A LAKE NEAR THE DEPARTURE ARPT WHILE TOWING A BANNER. FAA STATED THE PLT DID NOT OBTAIN A WAIVER TO TOW THE BANNER.

Brief of Accident (Continued)

File No. - 2278

10/03/85

LAKE CHARLES, LA

A/C Reg. No. N67803

Time (Lc1) - 1243 CDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
Phase of Operation LANDING

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) 1,3

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. - 2288 10/19/85 JENNINGS, LA A/C Reg. No. N104DC Time (Lcl) - 1045 CDT

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

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

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

Make/Model - NORTH AMERICAN AT6G	Eng. Make/Model - P&W R1340	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - UNK/NR	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	ON AIRPORT
Method - N/A	NEW IBERIA, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	JENNINGS, LA	JENNINGS
Wind Dir/Speed- 170/010 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 3160
SE LAND, ME LAND, SE SEA	Months Since - 1	Make/Model - 23
	Aircraft Type - AT6G	Instrument - 185
		Multi-Eng - 903
		Last 24 Hrs - 1
		Last 30 Days - UNK/NR
		Last 90 Days - 23
		Rotorcraft - 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CONTACTED A DITCH AND NOSED DOWN DURING AN OVERRUN LANDING. THE ACFT WAS IN A FLT OF 3 AT6'S LANDING AT THE ARPT FOR A FLY-IN. N104DC TOUCHED DOWN ON THE 2000 FT FRESHLY MOWED GRASS STRIP APRX 500 TO 600 FT FROM THE END. THE PLT STATED THE APPLICATION OF BRAKES WAS INEFFECTIVE. THE ACFT TRAVELED OFF THE END OF RWY 17 AND CROSSED THE END OF RWY 13 (PAVED) BEFORE CONTACTING THE DITCH.

Brief of Accident' (Continued)

File No. - 2288

10/19/85

JENNINGS, LA

A/C Reg. No. N104DC

Time (Lc1) - 1045 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND

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

Finding(s)
3. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE DOWN
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2372 11/02/85 ARCADIA, LA A/C Reg. No. N93527 Time (Lcl) - 1247 CST

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/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 - 108 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	RUSTON, LA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	HOUSTON, TX	
Wind Dir/Speed- 010/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 2300 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- UNK/NR		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 550
SE LAND	Months Since - 8	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 313
		Instrument- 61
		Last 30 Days- UNK/NR
		Last 90 Days- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUMENT FLIGHT INSTRUCTOR AND STUDENT EXPERIENCED A DIRECTIONAL GYRO FAILURE. THEY COVERED THE INSTRUMENT AND REQUESTED A RETURN TO THEIR DEPARTURE POINT. THE AIRCRAFT WAS NOT EQUIPPED TO FLY THE PUBLISHED APPROACH. THEY REQUESTED A DESCENT TO AN ALTITUDE BELOW THE BASE OF THE CONTROLLER'S RADAR, AND DISAPPEARED SHORTLY AFTER. THE AIRCRAFT IMPACTED TALL TREES IN RAINSHOWER. WITNESSES REPORTED THAT CLOUD BASE WAS AT TREE TOP LEVEL. INSTRUMENTS REQUIRED FOR PARTIAL PANEL FLIGHT WERE FUNCTIONAL. NO OTHER DISCREPANCIES WERE NOTED.

Brief of Accident (Continued)

File No. - 2372

11/02/85

ARCADIA,LA

A/C Reg. No. N93527

Time (Lcl) - 1247 CST

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

Finding(s)

1. FLIGHT/NAV INSTRUMENTS,DIRECTIONAL GYRO - FAILURE,TOTAL
2. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND(CFI)
3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - IMPROPER - PILOT IN COMMAND(CFI)
4. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND(CFI)
5. ARTCC SERVICE - DISREGARDED - PILOT IN COMMAND(CFI)

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

Finding(s)

6. OBJECT - TREE(S)
7. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND(CFI)
8. ATC CLEARANCE - DISREGARDED - PILOT IN COMMAND(CFI)
9. IMPROPER DECISION,SELF-INDUCED PRESSURE - PILOT IN COMMAND(CFI)
10. WEATHER CONDITION - LOW CEILING
11. IMPROPER USE OF PROCEDURE,VISUAL/AURAL DETECTION - PILOT IN COMMAND(CFI)

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,7,8,9,11

Factor(s) relating to this accident is/are finding(s) 6,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2358 11/08/85 MONROE, LA A/C Reg. No. N52995 Time (Lcl) - 1740 CST

-----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

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

Fire
NONE

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

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

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

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

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

Weather Data

Wx Briefing - MILITARY
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 140/005 KTS
Visibility - 10.0 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
ARLINGTON, TX
Destination
THOMASVILLE, GA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 37
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 134
Last 24 Hrs - 20
Make/Model- UNK/NR
Last 30 Days- UNK/NR
Instrument- 0
Last 90 Days- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON NOVEMBER 7, 1985, AT APPROXIMATELY 1740 CDT, CESSNA 172P, REGISTRATION NO. N52995, SUSTAINED SUBSTANTIAL DAMAGE. PILOT STATED THAT HE WAS IN CRUISE CONFIGURATION AT 5,500 FEET, WHEN LYCOMING ENGINE MODEL O-260-D2J, SERIAL NO. L-10724-39A, LOST POWER. PILOT ATTEMPTED TO LAND IN THE EAST BOUND LANES OF I-20, BUT DUE TO THE HEAVY TRAFFIC, WAS FORCED TO LAND IN THE MEDIAN OF I-20, 15 MILES WEST OF MONROE, LOUISIANA. UPON LANDING THE AIRCRAFT FLIPPED OVER DAMAGING THE PROPELLER, RIGHT GEAR, NOSE GEAR, VERTICAL STAB AND BOTH WINGS. MR STEWART WAS NOT INJURED.

Brief of Accident (Continued)

File No. - 2358

11/08/85

MONROE, LA

A/C Reg. No. N52995

Time (Lc1) - 1740 CST

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

Finding(s)

1. ACCESSORY DRIVE ASSY, DRIVE GEAR - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - SOFT

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2357 11/18/85 LEEVILLE, LA A/C Reg. No. N4732E Time (Lcl) - 1116 CST

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

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

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

Make/Model - CESSNA C185	Eng Make/Model - CONTINENTAL IO 520D	ELT Installed/Activated - YES/YES
Landing Gear - AMPHIBIAN	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 303 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HOUMA, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 180/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Status - 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 - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1200
SE LAND, ME LAND, SE SEA	Months Since - 42	Last 24 Hrs - 1
	Aircraft Type - 185-F	Make/Model- 600
		Instrument- 8
		Multi-Eng - 400
		Last 30 Days- UNK/NR
		Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A POWER LINE DURING AN OFF ARPT LANDING ON A CANAL. IT WAS AN INTENTIONAL LANDING TO TRANSPORT COMPANY EMPLOYEES OF LA-TEX GULF DRILLING, INC. THE WX WAS VMC AND NO FLT PLAN WAS FILED.

Brief of Accident (Continued)

File No. - 2357

11/18/85

LEEVILLE, LA

A/C Reg. No. N4732E

Time (Lc1) - 1116 CST

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
 3. CLEARANCE - INADEQUATE - PILOT IN COMMAND
-

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

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. - 2293 10/18/85 STERLING,MA

A/C Reg. No. N9069G

Time (Lcl) - 0925 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - ROBINSON R22A
Landing Gear - SKID
Max Gross Wt - 2400
No. of Seats - 2

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 124 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
STERLING,MA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI
SE LAND,ME LAND
HELICOPTER

Age - 37

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4450	Last 24 Hrs	- 4
Make/Model	- 1200	Last 30 Days	- UNK/NR
Instrument	- 49	Last 90 Days	- 160
Multi-Eng	- 150	Rotorcraft	- 2850

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACCIDENT OCCURRED WHEN THE CFI ALLOWED THE STUDENT WHO WAS IN A HOVER MANEUVER TO LOSE ROTOR RPM. THE HELICOPTER DRIFT REARWARD, THE LEFT REAR SKID DUG INTO THE GROUND AND THE HELICOPTER ROLLED OVER. RPM DECAYED SO BADLY THAT THE HELICOPTER COULD NOT RESPOND TO RECOVERY CONTROL INPUTS.

Brief of Accident (Continued)

File No. - 2293

10/18/85

STERLING,MA

A/C Reg. No. N9069G

Time (Lcl) - 0925 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation HOVER

Finding(s)

1. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - DUAL STUDENT
2. ROTOR RPM - NOT MAINTAINED - DUAL STUDENT
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

Finding(s)

4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2322 4/03/85 GRAND RAPIDS, MI A/C Reg. No. N3434 Time (Lcl) - 0633 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	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

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

Make/Model	- DEHAVILLAND DHC-6-200	Eng Make/Model	- P & W PT6-20	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 11579	Engine Type	- TURBOPROP		
No. of Seats	- 2	Rated Power	- 579 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT.
Method - IN PERSON	GRAND RAPIDS, MI	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	TRAVERSE CITY, MI	KENT COUNTY
Wind Dir/Speed- 290/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - IFR	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 - 28	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP, CFI	Current - YES	Total - 7445	Last 24 Hrs - 1
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 400	Last 30 Days - UNK/NR
	Aircraft Type - DHC6200	Instrument - 770	Last 90 Days - 200
		Multi-Eng - 5000	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE 14 CFR 135 PILOT WITH LIGHT LOAD OF CARGO WAS TAKING OFF OF 10000 X 150 FT RUNWAY PILOT SAID RT ENGINE LOST POWER HE REDUCED POWER TO LD WAS 50 FT AGL AND BOUNCED ON SECOND TOUCHDOWN ACFT DEPT RUNWAY AT 45 ANGLE NOSE GEAR BROKE OFF IN SOD WIND WAS 30 OFF NOSE AT 12K GUSTING 2 1 RT WING CAP DESTROYED BY GROUND CONTACT ENGINE EXAM DISCLOSED NO MALFUNCTION ACFT FERRIED OUT AFTER STRUCTUAL-NO ENGINE REPAIR

Brief of Accident (Continued)

File No. - 2322

4/03/85

GRAND RAPIDS, MI

A/C Reg. No. N3434

Time (Lc1) - 0633 EST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND
 3. THROTTLE/POWER CONTROL - POOR - PILOT IN COMMAND
 4. ROTATION - IMPROPER - PILOT IN COMMAND
 5. WEATHER CONDITION - CROSSWIND
-

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

6. FLARE - POOR - PILOT IN COMMAND
 7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 8. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
 9. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
 10. TERRAIN CONDITION - SOFT
-

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

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

Factor(s) relating to this accident is/are finding(s) 1,5,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2269 6/29/85 HART, MI A/C Reg. No. N516L Time (Lc1) - 1300 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious

0
0

Minor
0
0

None
1
2

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

Make/Model - LAKE LA-4-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2600
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 270/010 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 12000 FT SCATTERED

Lowest Ceiling - 20000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, SE SEA

Age - 46

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 799 Last 24 Hrs - 0

Make/Model- 66 Last 30 Days- UNK/NR

Instrument- 165 Last 90 Days- 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LAKE TAKEOFF AT NEAR LIFT OFF SPEED THE PLT STATED THE ACFT STRUCK A SUBMERGED LOG AND BECAME AIRBORNE AT A LOW AIRSPEED. THE ACFT THEN DROPPED BACK TO THE LAKE SURFACE, THE RIGHT WING FLOAT DUG IN THE WATER AND SEPARATED THE FLOAT FROM THE WING. THE STRESS ALSO CAUSED PARTIAL WING SEPARATION AT THE WING ROOT. LOSS OF THE FLOAT RESULTED IN THE ACFT ROLLING INVERTED.

Brief of Accident (Continued)

File No. - 2269

6/29/85

HART,MI

A/C Reg. No. N516L

Time (Lc1) - 1300 EDT

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

Finding(s)

1. OBJECT - SUBMERGED OBJECT
2. LIFT-OFF - PREMATURE - PILOT IN COMMAND
3. STALL - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. LANDING GEAR,FLOAT ASSEMBLY - SEPARATION

Occurrence #3 ROLL OVER
Phase of Operation DESCENT - UNCONTROLLED

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

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

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. - 2366 7/21/85 HART,MI

A/C Reg. No. N2785N

Time (Lcl) - 2100 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	0

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

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

Make/Model - CESSNA 120
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 2

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 220/006 KTS
Visibility - 10.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point
HART,MI

Destination
MUSKEGON,MI

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

OCEANA COUNTY
Runway Ident - 26
Runway Lth/Wid - 2020/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 43

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - 120

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 983 Last 24 Hrs - 4

Make/Model- 58 Last 30 Days- UNK/NR

Instrument- 26 Last 90 Days- 84

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ON THE RETURN LEG OF A X.COUNTRY FLT FAILED TO VISUALLY CHECK HIS FUEL SUPPLY AND SELECTED AN EMPTY TANK FOR TAKEOFF. ON LIFTOFF THE ENGINE STOPPED AND THE PILOT ATTEMPTED TO LD ON THE REMAINING 300 FT OF RUNWAY. AFTER TOUCHDOWN THE ACFT VEERED OFF OF THE RUNWAY INTO SOFT SOIL AND NOSED OVER INVERTED.

Brief of Accident (Continued)

File No. - 2366

7/21/85

HART,MI

A/C Reg. No. N2785N

Time (Lc1) - 2100 EDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FUEL SUPPLY - DISREGARDED - PILOT IN COMMAND
3. FLUID,FUEL - STARVATION
4. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. TERRAIN CONDITION - RUNWAY

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

Finding(s)

6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2267

8/16/85

SOUTH LYON, MI

A/C Reg. No. N404EX

Time (Lcl) - 0709 EDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI
Name of Carrier -WOLVERINE AIR CHARTER, INC
Type of Operation -NON SCHED, DOMESTIC, CARGO
Flight Conducted Under -14 CFR 135
Accident Occurred During -DESCENT

Aircraft Damage

DESTROYED

Fire

ON GROUND

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

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

Make/Model - CESSNA 404
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6300
No. of Seats - 8

Eng Make/Model - CONTINENTAL GTS10-520-M
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 375 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- 360/004 KTS
Visibility - .500 SM
Lowest Sky/Clouds - 2000 FT PART OBS
Lowest Ceiling - NONE
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DETROIT, MI
Destination
SAGINAW, MI

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND, ME LAND

Age - 37
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - PA-32

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3650
Make/Model- UNK/NR
Instrument- 250
Last 24 Hrs - 1
Last 30 Days- 35
Last 90 Days- 70

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT TOOK OFF AND CLIMBED TO 5000 FT UNEVENTFULLY. IT THEN DROPPED OFF RADAR AND SUBSEQUENTLY IMPACTED THE GROUND IN A FLAT UPRIGHT ATTITUDE. A POST-CRASH FIRE CONSUMED THE MAJORITY OF THE AIRFRAME. ENG AND PROP TEARDOWNS INDICATED NO ABNORMALITIES AND PWR AT THE TIME OF IMPACT. A FIRE IN THE CARGO COMPARTMENT WAS RULED OUT BY ATF INVESTIGATORS. MAIN ELECTRICAL SWITCHES WERE FOUND OFF IN THE WRECKAGE. AN OXYGEN BOTTLE IN THE NOSE CAUGHT FIRE SEPARATELY FROM THE REST OF THE ACFT BUT IT COULD NOT BE DETERMINED IF THE OXYGEN FIRE TOOK PLACE IN THE AIR OR AFTER IMPACT. THE DOOR WARNING, LEFT AND RIGHT ALT OUT, LEFT AND RIGHT HYD FLOW AND LEFT AND RIGHT LOW FUEL ANNUNCIATOR BULBS EXHIBITED STRETCHED FILAMENTS WHEN EXAMINED FOLLOWING THE CRASH.

Brief of Accident (Continued)

File No. - 2267

8/16/85

SOUTH LYON, MI

A/C Reg. No. N404EX

Time (Lc1) - 0709 EDT

Occurrence #1 UNDETERMINED
Phase of Operation CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2219 9/06/85 FRUITPORT,MI A/C Reg. No. N4169U Time (Lcl) - 1805 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 170A	Eng Make/Model - CONTINENTAL O-145	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	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FRUITPORT,MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GRAND HAVEN,MI	FLYING A RANCH
Wind Dir/Speed- 240/010 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500
Lowest Sky/Clouds - 2500 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	PRECAUTIONARY LANDING	HIGH VEGETATION
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 300
SE LAND	Months Since - 17	Last 24 Hrs - 0
	Aircraft Type - C-150	Make/Model- 10
		Instrument- 3
		Last 30 Days- 8
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DESTROYED DURING A PRECAUTIONARY LANDING AFTER THE LEFT SIDE OF THE ENG COWLING OPENED SHORTLY AFTER TAKEOFF. THE PLT REPORTED THE COWLING OPENED AT AN ALT OF APRX 50 FT AGL. A CLIMB TO 300 FT WAS MADE AND THE ACFT WAS TURNED ONTO DOWNWIND. THE PLT STATED IN AN INTERVIEW THAT BECAUSE OF TURBULENCE AND A FEAR THE COWLING WOULD SEPARATE FROM THE ACFT, HE PANICKED AND TRIED TO PUT THE ACFT DOWN IN AN OPEN FLD. THE ACFT CONTACTED THE TERRAIN IN A NOSE DOWN LEFT BANK ATTITUDE.

Brief of Accident (Continued)

File No. - 2219

9/06/85

FRUITPORT,MI

A/C Reg. No. N4169U

Time (Lc1) - 1805 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. NACELLE/PYLON,SKIN - OPEN
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - TURBULENCE
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,PANIC - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
6. AIRCRAFT HANDLING - 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) 4,6

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2222 9/22/85 MONROE, MI A/C Reg. No. N3013Q Time (Lc!) - 1425 EST

-----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 182K
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC

Itinerary

Last Departure Point
ANDALUSIA, AL
Destination
DETROIT, MI

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 180/009 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - 8000 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
HELICOPTER

Age - 40
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - C-182K

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 955
Make/Model- UNK/NR
Instrument- 130
Multi-Eng - 20
Last 24 Hrs - 7
Last 30 Days- 36
Last 90 Days- 84
Rotorcraft - 189

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE ACFT COLLIDED WITH TREES AND TERRAIN DURING A FORCED LANDING FOLLOWING A LOSS OF PWR. THE PLT REPORTED THE PWR LOSS OCCURRED DURING A DESCENT FROM 5500 FT TO 2500 FT MSL. DURING THE FORCED LANDING DESCENT, THE PLT REPORTED, HE PUSHED THE NOSE OF THE ACFT DOWN TO AVOID POWER LINES AND THE ACFT CONTACTED TREES LOCATED BELOW THE LINES. THE ACFT THEN IMPACTED THE TERRAIN APRX 30 FT EAST OF THE TREE LINE. POST ACCIDENT INSPECTION REVEALED THE LEFT FUEL TANK CONTAINED APRX 20 GALLONS OF FUEL AND THE RIGHT FUEL TANK WAS EMPTY. THE FUEL SELECTOR WAS FOUND POSITIONED ON THE RIGHT TANK. TWO 5 GALLONS PLASTIC CONTAINERS OF FUEL WERE FOUND ON BOARD THE ACFT. NO MECHANICAL FAILURE/MALFUNCTION OF THE ENG OR AIRFRAME WAS FOUND.

Brief of Accident (Continued)

File No. - 2222

9/22/85

MONROE, MI

A/C Reg. No. N3013Q

Time (Lc1) - 1425 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT

Finding(s)

1. FLUID, FUEL - STARVATION
 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. OBJECT - TREE(S)
-

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2368 11/06/85 BROWNSTONE, MI A/C Reg. No. N430MB Time (Lc1) - 1810 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -EXECUTIVE/CORPORATE	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	1	0
Accident Occurred During -LANDING		Pass	0	0	0

-----Aircraft Information-----

Make/Model - BELL 206L	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4150	Engine Type - TURBOPROP	
No. of Seats - 5	Rated Power - 420 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - TV WX	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - IMC	PLYMOUTH, MI	Runway Ident - N/A
Wind Dir/Speed- 210/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Status - WET
Lowest Ceiling - 900 FT	Type Apch/Lndg - NONE	DRY
Obstructions to Vision- UNK/NR		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5419
SE LAND, ME LAND	Months Since - 4	Make/Model- 620
HELICOPTER	Aircraft Type - 206L	Instrument- 442
		Multi-Eng - 1252
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 33
		Rotorcraft - 3254

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE AIRCRAFT WAS DEPARTING THE AIRCRAFT OWNERS BACKYARD AFTER DISCHARGING TWO PASSENGERS. THE PILOT STATED THAT HE WAS EXPERIENCING CYCLIC FEEDBACK AS HE ATTEMPTED TO PICK THE AIRCRAFT UP TO A HOVER. THE FEEDBACK BECAME UNCONTROLLABLE AND THE AIRCRAFT ROLLED OVER. THE TAKEOFF WAS ATTEMPTED FROM WET SLOPING TERRAIN ON A DARK NIGHT WITHOUT THE USE OF A LANDING LIGHT.

Brief of Accident (Continued)

File No. - 2368

11/06/85

BROWNSTONE,MI

A/C Reg. No. N430MB

Time (Lc1) - 1810 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation HOVER

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. IMPROPER DECISION,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
3. LIFT-OFF - NOT ATTAINED - PILOT IN COMMAND
4. MANEUVER - NOT MAINTAINED - PILOT IN COMMAND
5. TERRAIN CONDITION - UPHILL

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation HOVER

Occurrence #3 ROLL OVER
Phase of Operation HOVER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2220 6/23/85 ST. PAUL,MN A/C Reg. No. N81AS Time (Lcl) - 1430 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	NONE	Pass 0	1	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PDPS PZL WILGA PZL-104 WILGA 35Eng	Make/Model - IVCHENKO AI-14RA	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2706	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - UNK/NR	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SO. ST. PAUL,MN	SO. ST. PAUL
Wind Dir/Speed- 340/005 KTS	ATC/Airspace	Runway Ident - 34
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2166
SE LAND,ME LAND	Months Since - 6	Last 24 Hrs - 2
	Aircraft Type - PZL-104	Make/Model- 230
		Instrument- 114
		Last 30 Days- UNK/NR
		Last 90 Days- 23
		Multi-Eng - 455

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CONTACTED THE RWY FOLLOWING A LOSS OF CONTROL DURING TAKEOFF. AT AN ALT OF 50 TO 100 FT AGL AFTER A MAXIMUM PERFORMANCE TAKEOFF, THE PLT RAPIDLY RAISED THE FLAPS FROM 44 TO 0 DEGS AND THE ACFT SUDDENLY PITCHED NOSE DOWN. THE PLT ATTEMPTED REMEDIAL ACTION, HOWEVER, THE ACFT CONTACTED THE RWY IN A LEVEL ATTITUDE. BOTH PERSONS ON BOARD STATED THE FLT CONTROLS FELT AS IF THEY WERE FROZEN. THE ACFT BOUNCED BACK INTO THE AIR, CLIMBED TO AN ALT OF APRX 100 FT AGL AND AGAIN PITCHED NOSE DOWN. THE ACFT IMPACTED A SECOND TIME IN A LEFT WING, NOSE LOW ATTITUDE.

Brief of Accident (Continued)

File No. - 2220

6/23/85

ST. PAUL, MN

A/C Reg. No. N81AS

Time (Lc1) - 1430 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLIGHT CONTROL SURFACES/ATTACHMENTS - UNDETERMINED
 2. RAISING OF FLAPS - EXCESSIVE - PILOT IN COMMAND
 3. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2271 6/28/85 WASKISH,MN A/C Reg. No. N9254R Time (Lcl) - 1545 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 137	ON GROUND	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 188B	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WASKISH,MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 190/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 3000 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 3000 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1250
SE LAND	Months Since - 7	Make/Model- 260
	Aircraft Type - C-172	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 115

Instrument Rating(s) - NONE

-----Narrative-----

DURING INITIAL TAKEOFF CLIMB OF AN AERIAL APPLICATION FLT THE PLT COULD NOT MAINTAIN ALT. WHILE HE WAS DUMPING THE CHEMICAL LOAD THE ACFT STRUCK TREES, IMPACTED THE TERRAIN AND BURST INTO FLAMES. THE PLT WAS NOT PROPERLY CERTIFICATED TO FLY UNDER FAR PART 137.

Brief of Accident (Continued)

File No. - 2271

6/28/85

WASKISH, MN

A/C Reg. No. N9254R

Time (Lcl) - 1545 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 3. STALL/MUSH
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. OBJECT - TREE(S)
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #4 FIRE
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2305 7/10/85 ROCHESTER, MN A/C Reg. No. N69037 Time (Lcl) - 1154 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235 SERIES
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/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 - 320/008 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
FAIRMONT, MN
Destination
ROCHESTER, MN

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

ROCHESTER
Runway Ident - 31
Runway Lth/Wid - 7535/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 29
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 21	Last 24 Hrs	- UNK/NR
Make/Model-	19	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	21

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT ON FIRST SOLO X-COUNTRY WAS LD ON THE 7500 FT RUNWAY. TOWER HAD CAUTIONED ON WAKE TURBULANCE FROM DEPARTING DC-9. ON FLARE SP SAID ACFT DROPPED IN SWERVED LEFT, CARTWHEELED AND NOSED DOWN.

Brief of Accident (Continued)

File No. - 2305

7/10/85

ROCHESTER, MN

A/C Reg. No. N69037

Time (Lc1) - 1154 CDT

Occurrence #1 VORTEX TURBULENCE ENCOUNTERED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. RADIO COMMUNICATIONS - DISREGARDED - PILOT IN COMMAND
2. TRAFFIC ADVISORY - ISSUED - ATC PSNL(LCL/GND/CLNC)
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. PLANNED APPROACH - POOR - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. STALL - UNCONTROLLED - PILOT IN COMMAND
7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
8. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Occurrence #4 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2369 7/10/85 ROSEAU,MN

A/C Reg. No. N23702

Time (Lcl) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - AIRTRACTOR INC AT301

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 3750

No. of Seats - 1

Eng Make/Model - P & W R-1340-AN-1

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 450 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 030/006 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 2500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ROSEAU,MN

Destination

SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

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 - 25000 Last 24 Hrs - 6

Make/Model- 800 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 136

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT HAD BEEN AIRBORNE ABOUT 15 MIN ENGAGED IN AG SPRAY OPERATIONS WHEN THE PILOT DESCRIBED HEARING A LOUD BAND. ENGINE POWER DECREASED TO IDLE. PILOT LD IN SOFT SOIL AND NOSED OVER INVERTED.EXAM DISCLOSED #2 PISTON HAD FAILED.

Brief of Accident (Continued)

File No. - 2369

7/10/85

ROSEAU, MN

A/C Reg. No. N23702

Time (Lc1) - 1430 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. TERRAIN CONDITION - CROP

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2336 7/20/85 FARMINGTON, MN A/C Reg. No. N49737 Time (Lcl) - 0800 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - BELL 206BII
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3200
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 317 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 210/003 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
ST. PAUL, MN
Destination
ST. PAUL, MN

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND, SE SEA, ME SEA
HELICOPTER

Age - 36
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 3466	Last 24 Hrs	- 6
Make/Model-	920	Last 30 Days-	UNK/NR
Instrument-	305	Last 90 Days-	153
Multi-Eng -	366	Rotorcraft	- 2900

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

DURING MANEUVERING TO LD IN AN UNCULTIVATED FLD THE TAIL ROTOR STRUCK A FENCE POST, FROM A DISMANTLED FENCE, THAT WAS CONCEALED BY HIGH WEEDS. ONE TAIL ROTOR BLADE WAS SEPARATED, THE PILOT LOST CONTROL, AND ON TOUCHDOWN THE HELICOPTER ROLLED OVER.

Brief of Accident (Continued)

File No. - 2336

7/20/85

FARMINGTON, MN

A/C Reg. No. N49737

Time (Lc1) - 0800 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. CLEARANCE - INADEQUATE - PILOT IN COMMAND
 2. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. ROTOR SYSTEM, TAIL ROTOR BLADE - SEPARATION
-

Occurrence #3 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2272 7/25/85 EDEN PRAIRIE, MN A/C Reg. No. N687B Time (Lcl) - 2240 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
3	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 - BEECH J35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-C
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 HP

ELT Installed/Activated - YES/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- 300/007 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

FLYING CLOUD
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND

Age - 62
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1486	Last 24 Hrs	- UNK/NR
Make/Model-	177	Last 30 Days-	UNK/NR
Instrument-	327	Last 90 Days-	UNK/NR
Multi-Eng -	97		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT'S WINDSCREEN BECAME COVERED WITH OIL SHORTLY AFTER TAKEOFF. THE PLT RETURNED TO THE ARPT ATTEMPTING TO SET UP A PATTERN FOR LANDING. THE ACFT WAS OBSERVED IN A DESCENT AND TURN TO FINAL APCH. THE ACFT COLLIDED WITH THE GROUND IN A DESCENDING LEFT TURN. THE ACCIDENT OCCURRED AT NIGHT.

Brief of Accident (Continued)

File No. - 2272

7/25/85

EDEN PRAIRIE, MN

A/C Reg. No. N687B

Time (Lc1) - 2240 CDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. FLUID, OIL - SIPHONING
2. MAINTENANCE, SERVICE OF AIRCRAFT - INADEQUATE -
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

4. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY (FOGGY)
5. LIGHT CONDITION - NIGHT
6. PROPER ALIGNMENT - NOT OBTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,6

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. - 2306 12/28/85 MINNEAPOLIS,MN

A/C Reg. No. N100VE

Time (Lcl) - 2335 CST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-VIKING EXPRESS	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	-TAKEOFF						

-----Aircraft Information-----

Make/Model	- BEECH G18S	Eng Make/Model	- P & W R-985 SERIES	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9700	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	CHICAGO,IL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	MINNEAPOLIS,MN	MINNEAPOLIS-ST. PAUL
Wind Dir/Speed- 280/013 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 10000/ 200
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 9320
SE LAND,ME LAND	Months Since - 2	Make/Model- 2434
	Aircraft Type - UNK/NR	Instrument- 580
		Multi-Eng - 3120
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 130

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH A SNOWBANK WHILE GOUNDLOOPING AFTER LANDING AT THE COMPLETION OF A CARGO FLIGHT FROM CHICAGO ILL. THE WINDS WERE CALM. THE PILOT STATED THAT HE NEEDED TO TAKE TIMELY AND SUFFICIENT ACTION.

Brief of Accident (Continued)

File No. - 2306

12/28/85

MINNEAPOLIS, MN

A/C Reg. No. N100VE

Time (Lcl) - 2335 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. RUDDER - INADEQUATE - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT.
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2367 12/31/85 GRYGLA,MN

A/C Reg. No. N3828V

Time (Lcl) - 1630 CST

-----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 170A
Landing Gear - SKI
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - CONTINENTAL C145-2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data

PRIVATE
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - SNOW
Runway Status - SNOW - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 27
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)		
Total	-	2600
Last 24 Hrs	-	0
Last 30 Days	-	UNK/NR
Last 90 Days	-	0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT HAD BEEN FITTED WITH OWNER INSTALLED SKIS. DURING LANDING THE LEFT SKI SEPARATES FROM ITS MOUNT ALLOWING THE LEFT SKI MOUNT TO DIG INTO THE SNOW COVERED RUNWAY. THE RIGHT WINGTIP STRUCK A SNOWBANK AND THE AIRCRAFT CAME TO REST ON ITS NOSE. THE PILOT STATED THAT THE SKI MOUNT RETAINING WASHER WAS MISSING ALLOWING THE SKI MOUNT TO SLIDE OVER THE RETAINING NUT AND COTTER PIN ON THE AXLE END. HE FURTHER STATED THAT IT WAS EITHER AN OVERSIGHT DURING PREFLIGHT, OR THAT THE WASHER COULD HAVE COME OFF DURING THE LAST LAST FLIGHT.

Brief of Accident (Continued)

File No. - 2367

12/31/85

GRYGLA,MN

A/C Reg. No. N3828V

Time (Lcl) - 1630 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,SKI ASSEMBLY - SEPARATION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. MAINTENANCE,INSTALLATION - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SNOW COVERED

----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. - 2301 12/20/85 KANSAS CITY, MO

A/C Reg. No. N761YS

Time (Lcl) - 1615 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION).

Type of Operation -FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -STANDING

Aircraft Damage

NONE

Fire

NONE

Crew
Pass

Fatal
1
0

Injuries

Serious

0

Minor

0

None

0

0

-----Aircraft Information-----

Make/Model - CESSNA T210M
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 - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 310/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 25000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
UNK/NR
Destination
KANSAS CITY, MO

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

KANSAS CITY DOWNTOWN
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 50

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-----

THE PLT WAS SEEN TO ENTER THE ACFT FOR A SHORT TIME AND THEN GET OUT, GO TO THE FRONT OF THE ACFT AND PULL DOWN ON THE PROP. THE ENG FIRED AND THE PROP STRUCK THE PILOT'S HEAD. A PLT WHO APPROACHED THE ACFT MOMENTS AFTER THE ACFT LOOKED INTO THE COCKPIT AND NOTED THE MAG SWITCH ON BOTH AND THE MASTER SWITCH ON. THE ENG CONTROLS WERE ALSO FULL FORWARD AND THE FUEL SELECTOR WAS ON THE RT TANK.

Brief of Accident (Continued)

File No. - 2301

12/20/85

KANSAS CITY, MO

A/C Reg. No. N761YS

Time (Lc1) - 1615 CST

Occurrence

PROPELLER/ROTOR CONTACT

Phase of Operation

STANDING - STARTING ENGINE(S)

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 2. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
 3. TERRAIN CONDITION - ICY
-

----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. - 2399 10/12/85 KALISPELL, MT A/C Reg. No. CGSPF Time (Lcl) - 1830 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0

-----Aircraft Information-----

Make/Model - CESSNA 182P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-S
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 220/007 KTS
Visibility - 34.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 4500 FT BROKEN
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
KALISPELL, MT
Destination
CALGARY

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 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 - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHILE ON A RETURN FLT TO CALGARY, ALBERTA, CANADA, OVER THE MOUNTAINOUS TERRAIN OF GLACIER NATIONAL PARK, HE ENCOUNTERED A SEVERE DOWNDRAFT WHICH FORCED THE ACFT TO THE GROUND. THE FLT ORIGINATED AT KALISPELL, MONTANA.

Brief of Accident (Continued)

File No. - 2399

10/12/85

KALISPELL,MT

A/C Reg. No. CGSPF

Time (Lcl) - 1830 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
 2. DESCENT - UNCONTROLLED - PILOT IN COMMAND
 3. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE

Finding(s)

4. WEATHER CONDITION - DOWNDRAFT
-

-----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. - 2302 12/14/85 HARDIN, MT A/C Reg. No. N5173U Time (Lc1) - 0830 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious

0
0

Minor
0
0

None
1
0

-----Aircraft Information-----

Make/Model - CESSNA 206
Landing Gear - TRICYCLE-FIXED
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 - 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/010 KTS
Visibility - 100.0 SM
Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
HARDIN, MT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data

JIP CREEK
Runway Ident - 18
Runway Lth/Wid - 1400/ 50
Runway Surface - DIRT
Runway Status - SNOW - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 43

Biennial Flight Review

Current - YES
Months Since - 21
Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 970 Last 24 Hrs - 1
Make/Model- 30 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 36

Instrument Rating(s) - NONE

-----Narrative-----

AFTER LDG TO THE EAST ON A SNOW COVERED DIRT RWY, THE PILOT ELECTED TO T/O ON AN INTERSECTING RWY TO THE SOUTH. HE COULD NOT SEE THE ENTIRE RWY SURFACE FROM THE POSITION DUE TO DWN SLOPE FROM CENTER OF RWY. THE ACFT IMPACTED SNOWDRIFTS 40-50 MPH ON T/O GND ROLL IN THE UNOBSERVED PORTION OF RWY, DEPARTED RT SIDE OF RWY DOWN 30 DEGREES SLOPING TERRAIN, AND CRASHED IN DEEP SNOW.

Brief of Accident (Continued)

File No. - 2302

12/14/85

HARDIN,MT

A/C Reg. No. N5173U

Time (Lcl) - 0830 MST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. TERRAIN CONDITION - SNOWBANK
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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. - 2375 3/09/85 ROBBINSVILLE, NC A/C Reg. No. N8470X Time (Lcl) - UNK/NR

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Injuries		
		Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-32-301
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 7

Eng Make/Model - LYCOMING IO-540-K1G5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
MELBOURNE, FL
Destination
OLNEY, IL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ANDREWS-MURPHY
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 - 38
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - PA34200

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

MSG ACFT FOUND AFTER 9 MOS. REMAINS FOUND ON EAST SIDE OF COLINE RIDGE IN GRAHAM CO NC. PATH OF BROKEN LIMBS/TREES ABOUT LEVEL INTO MOUNTAIN SIDE. BOTH OCCUPANTS FATAL.

Brief of Accident (Continued)

File No. - 2375

3/09/85

ROBBINSVILLE, NC

A/C Reg. No. N8470X

Time (Lcl) - UNK/NR

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - OBSCURATION
 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 4. ALTITUDE - INADEQUATE - PILOT IN COMMAND
 5. IMPROPER DECISION - PILOT IN COMMAND
 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) 2,4,5

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. - 2363

11/14/85

EDENTON, NC

A/C Reg. No. N735SS

Time (Lcl) - 0950 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
1	1	0	0
0	0	0	0

Type of Operation -BUSINESS

Fire

Crew

1

1

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -APPROACH

-----Aircraft Information-----

Make/Model - CESSNA 182Q

Eng Make/Model - CONTINENTAL O-470-U

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2950

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 4

Rated Power - 230 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - UNK/NR

Basic Weather - IMC

Wind Dir/Speed-

Visibility - 2.000 SM

Lowest Sky/Clouds - 400 FT SCATTERED

Lowest Ceiling -

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MATEO, NC

Destination

EDENTON, NC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

EDENTON MUNICIPAL

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 - ADF/NDB

-----Personnel Information-----

Pilot-In-Command

Age - 49

Medical Certificate - EXPIRED

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - UNK/NR

Total - 5000

Last 24 Hrs - UNK/NR

SE LAND

Months Since - 0

Make/Model- UNK/NR

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 0

Last 90 Days- 0

Multi-eng - 0

Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT CRASHED INTO THE ABERMARLE SOUND AND SANK IN 18 FT OF WATER. THE PILOT WAS REPORTEDLY ON AN NDB APPROACH AND DESCENDED BELOW MDA. WITNESSES STATED THAT THE AIRCRAFT CIRCLED OVER HEAD ABOUT 15 MINUTES PRIOR TO THE ACCIDENT. WITNESSES ALSO STATED THAT THE VISIBILITY WAS LIMITED TO 15 FEET DUE TO FOG. THE AIRCRAFT WAS RECOVERED AND THERE WAS NO EVIDENCE OF PRE- IMPACT FAILURE. THE PILOT WAS ATTEMPTING TO GET TO AN IMPORTANT BUSINESS MEETING TO MEET WITH COMPANY EXECUTIVES.

Brief of Accident (Continued)

File No. - 2363

11/14/85

EDENTON, NC

A/C Reg. No. N735SS

Time (Lc1) - 0950 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
2. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. WEATHER CONDITION - BELOW APPROACH MINIMUMS
5. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
6. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

7. MINIMUM DESCENT ALTITUDE - BELOW - PILOT IN COMMAND
8. TERRAIN CONDITION - WATER, GLASSY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5,6,7

Factor(s) relating to this accident is/are finding(s) 3,4,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2217 7/24/85 ANTLER,ND A/C Reg. No. N6083Z Time (Lc1) - 0830 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - PIPER PA-25	Eng Make/Model - LYCOMING O-320-A2A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 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	BANTRY,ND	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 030/001 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 - PRECAUTIONARY LANDING	Runway Status - N/A
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)
COMMERCIAL	Current - UNK/NR	Total - 2400
SE LAND	Months Since - UNK/NR	Make/Model- 118
	Aircraft Type - UNK/NR	Instrument- 80
		Multi-Eng - 33
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LEFT WING OF THE ACFT RECEIVED SUBSTANTIAL DAMAGE WHEN IT CONTACTED TREES DURING A PULL-UP AT THE END OF A SWATH RUN. THE PLT THEN FLEW THE ACFT TO A FLD APRX 1 MILE AWAY AND A PRECAUTIONARY LANDING WAS MADE.

Brief of Accident (Continued)

File No. - 2217

7/24/85

ANTLER,ND

A/C Reg. No. N6083Z

Time (Lc1) - 0830 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - TREE(S)
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. PULL-UP - DELAYED - PILOT IN COMMAND
4. CLEARANCE - NOT OBTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2275 9/14/85 HAMBURG, NJ A/C Reg. No. N7188R Time (Lcl) - 1417 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0	0
Accident Occurred During -DESCENT			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 - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SUSSEX, NJ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 71	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 3250
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-----

THE ACFT CONTACTED TREES DURING AN UNCONTROLLED DESCENT APRX 17 MINUTES AFTER TAKEOFF. ONE WITNESS REPORTED HEARING THE ENG RUNNING AT A HIGH RPM. THE ACFT WRECKAGE WAS NOT DISCOVERED UNTIL 9-18-85. THE AIRSPEED INDICATOR FOUND AT THE ACCIDENT SITE INDICATED 140 MPH. POST ACCIDENT INSPECTION FAILED TO REVEAL ANY MECHAINCAL FAILURE/MALFUNCTION. THE CORONERS AUTOPSY REPORT STATED A CONTRIBUTING CAUSE OF THE ACCIDENT WAS MOST PROBABLY A HEART ATTACK OR CONGESTIVE HEART FAILURE. THE PLT WAS UNDER MEDICAL CARE FOR EPILEPTIC SEIZURES. THE PLTS PHYSICIAN REPORTED THE PLT WAS ALRIGHT AS LONG AS HE MAINTAINED A THERAPUDIC LEVEL THROUGH MEDICATION. THE PLTS THERAPUDIC LEVEL WAS NORMAL DURING HIS LAST EXAMINATION ON 9-11-85.

Brief of Accident (Continued)

File No. - 2275

9/14/85

HAMBURG,NJ

A/C Reg. No. N7188R

Time (Lcl) - 1417 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation UNKNOWN

Finding(s)

1. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND
 2. PHYSICAL IMPAIRMENT(HEART ATTACK) - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. OBJECT - TREE(S)
-

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2291 10/03/85 ROBBINSVILLE,NJ A/C Reg. No. N5750L Time (Lc1) - 1427 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	Serious	Minor	None
	1	0	0	0
	0	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/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 050/011 KTS
Visibility - 2.500 SM
Lowest Sky/Clouds - 700 FT
Lowest Ceiling - 700 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ROBBINSVILLE,NJ
Destination
UTICA,NY

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 49

Biennial Flight Review

Current - YES
Months Since - 14
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 357	Last 24 Hrs -	1
Make/Model-	30	Last 30 Days-	5
Instrument-	117	Last 90 Days-	27
Multi-Eng -	1		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING IFR DEPARTURE FROM AN UNCONTROLLED ARPT, THE ACFT WAS INSTRUCTED TO SQUAWK THE DISCRETE FREQ THAT HAD BEEN ISSUED IN PRE-FLT CLEARANCE. THE PLT ACKNOWLEDGED THE FREQ. THE ACFT DISAPPEARED FROM RADAR. GROUND WITNESSES SAW THE ACFT DESCEND OUT OF THE LOW CLOUDS AT A HIGH SPEED. THE PLT HAD 11 HRS OF IFR PIC EXPERIENCE AND 83 HRS OF IFR DUAL INSTRUCTION. NO MECHANICAL PROBLEMS WERE FOUND.

Brief of Accident (Continued)

File No. - 2291

10/03/85

ROBBINSVILLE,NJ

A/C Reg. No. N5750L

Time (Lcl) - 1427 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND
4. ATC CLEARANCE - NOT FOLLOWED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

Finding(s)

6. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2294 10/17/85 COLTS NECK,NJ A/C Reg. No. N678TV Time (Lcl) - 0955 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	IN FLIGHT	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BELL 206B	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3200	Engine Type - TURBOJET	
No. of Seats - 5	Rated Power - 317 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point N.Y. HELIPORT,NY	
Method - N/A	Destination COLTS NECK,NJ	Airport Data COLTS NECK
Completeness - N/A		Runway Ident - 25
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 2560/ 120
Wind Dir/Speed- 270/008 KTS	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Visibility - 20.0 SM	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
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 - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1103
	Months Since - 3	Make/Model- 169
HELICOPTER	Aircraft Type - AS-350	Instrument- 162
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 94
		Rotorcraft - 169

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PLT ENTERED AN AUTOROTATION AT AN ALT OF 1000 FT MSL AT A SPEED OF 100 MPH. THE PLT STATED, AT 75 FT AGL HE STARTED TO DECELERATE AND THE ACFT WAS LEVELED AT 8 FT AGL. CUSHIONING PITCH WAS USED TO HOLD THE ACFT OFF THE GROUND FOR A ZERO GROUND RUN ON TOUCHDOWN. THE HEELS OF THE SKIDS TOUCHED THE TERRAIN RESULTING IN THE NOSE PITCHING UP. THIS RESULTED IN THE MAIN ROTOR BLADES FLEXING AND SEVERING THE TAIL ROTOR DRIVE SHAFT

Brief of Accident (Continued)

File No. - 2294

10/17/85

COLTS NECK, NJ

A/C Reg. No. N678TV

Time (Lc1) - 0955 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation HOVER

Finding(s)

1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2332 10/20/85 T/C,NM

A/C Reg. No. N332B

Time (Lc1) - 1300 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries
Fatal Serious Minor None

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

0
0

0
0

0
0

1
0

-----Aircraft Information-----

Make/Model - BEECHCRAFT D50A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6300
No. of Seats - 6

Eng Make/Model - LYCOMING G0-480-G2D6
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 295 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- 358/007 KTS
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
CHINO,CA
Destination
DENVER,CO

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
UNK/NR

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

A PERSON IDENTIFYING HIMSELF AS LEON TAYLOR, NOTIFIED THE FAA IN ALBUQUERQUE, N.M., THAT THE TWIN-BONANZA ACFT HE WAS PILOTING, OVERRAN THE IMPROVISED AIRSTRIp WHERE HE WAS ATTEMPTING TO LAND & CRASHED. MR TAYLOR WAS NEVER HEARD FROM AGAIN. THE N.M. STATE POLICE & U.S. CUSTOMS ATTEMPTED TO CONTACT THE PLT AT VARIOUS ADDRESSES THRUOUT THE MID- & SW U.S., BUT WERE UNABLE. LAW ENFORCEMENT OFFICIALS STATED THE ACFT HAD TOUCHED DOWN ON THE MIDWAY POINT OF THE AIRSTRIp & THE FLAPS WERE RETRACTED. THE FAA HAS NO RECORD OF MR. TAYLOR ON FILE.

Brief of Accident (Continued)

File No. - 2332

10/20/85

T/C,NM

A/C Reg. No. N332B

Time (Lc1) - 1300 MDT

Occurrence

OVERRUN

Phase of Operation

LANDING - ROLL

Finding(s)

1. FLIGHT CONTROL, FLAP - INADEQUATE
2. PROPER TOUCHDOWN POINT - NOT USED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
4. TERRAIN CONDITION - HIGH TERRAIN

-----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. - 2331 10/25/85 ALBUQUERQUE,NM A/C Reg. No. N90333 Time (Lcl) - 0835 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	0	0	0	1	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - GLOBE GC-1B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1710
No. of Seats - 2

Eng Make/Model -LYCOMING IO-360-A1A
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 - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 340/006 KTS
Visibility - 69.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ALAMOGORDO,NM
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

ALBUGUERQUE INTERNAT'L
Runway Ident - 08
Runway Lth/Wid - 13375/ 300
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,SE SEA
GLIDER

Age - 63
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - NON-VALID MEDICAL
Flight Time (Hours)

Total	- 715	Last 24 Hrs	- UNK/NR
Make/Model-	86	Last 30 Days-	UNK/NR
Instrument-	. 0	Last 90 Days-	12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE WIFE OF THE PLT RADIOED HER HUSBAND HAD BECOME INCAPACITATED. TWO FLT INSTRUCTORS DEPARTED IN ANOTHER ACFT TO ASSIST THE NON-RATED WIFE, AFTER BEING CONTACTED BY ALBUQUERQUE APCH CONTROL. THE FLT INSTRUCTORS WERE ABLE TO ASSIST THE NON-RATED WIFE THROUGH RADIO TRANSMISSIONS UNTIL SHE LANDED THE ACFT. EVEN THOUGH THE ACFT RECEIVED SUBSTANTIAL DAMAGE DURING THE LANDING, THE WIFE WAS NOT INJURED. HER HUSBAND HAD DIED AS A RESULT OF A HEART ATTACK IN FLT. THE PLT WAS OCCUPYING THE LEFT SEAT WHEN HE BECAME UNCONSCIOUS.

Brief of Accident (Continued)

File No. - 2331

10/25/85

ALBUQUERQUE,NM

A/C Reg. No. N90333

Time (Lc1) - 0835 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)

1. INCAPACITATION(HEART ATTACK) - PILOT IN COMMAND
2. REMEDIAL ACTION - ATTEMPTED - PASSENGER
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INCAPACITATION(LOSS OF CONSCIOUSNESS) - PILOT IN COMMAND
4. RADIO COMMUNICATIONS - INITIATED - PASSENGER
5. PROPER ASSISTANCE - ATTEMPTED - PILOT OF OTHER AIRCRAFT
6. RADIO COMMUNICATIONS - PERFORMED - PILOT OF OTHER AIRCRAFT

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. FLARE - INACCURATE - PASSENGER
8. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - OTHER PERSONNEL
9. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL
10. LANDING GEAR, MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,7,8

Factor(s) relating to this accident is/are finding(s) 2,4,5,6,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2260 9/21/85 BAYPORT, NY A/C Reg. No. N7505P Time (Lc1) - 1000 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During - TAKEOFF			0	0	0	2
				0	0	2

-----Aircraft Information-----

Make/Model - PIPER PA-24-180	Eng Make/Model - LYCOMING O-360-A1D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	FARMINGDALE, NY	BAYPORT
Wind Dir/Speed- 200/012 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2740/ 120
Lowest Sky/Clouds - 15000 FT	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 15000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - ROUGH
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 72	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 11500
SE LAND, ME LAND	Months Since - 6	Make/Model - 200
	Aircraft Type - PA-24	Instrument - UNK/NR
		Multi-Eng - 1500
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE CFI, THE STUDENT RAISED THE NOSE OF THE ACFT TOO EARLY DURING TAKEOFF. THIS RESULTED IN THE ACFT BECOMING AIRBORNE PREMATURELY. THE STUDENT WAS UNABLE TO CLIMB OUT OF GROUND EFFECT AND THE DECISION TO ABORT THE TAKEOFF WAS MADE. THE ACFT COLLIDED WITH TREES DURING THE ABORTED TAKEOFF. THE STUDENT PLT HAD NO PREVIOUS EXPERIENCE ON GRASS RUNWAYS.

Brief of Accident (Continued)

File No. - 2260

9/21/85

BAYPORT, NY

A/C Reg. No. N7505P

Time (Lcl) - 1000 EDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
2. LIFT-OFF - PREMATURE - DUAL STUDENT
3. AIRSPEED - NOT ATTAINED - DUAL STUDENT
4. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND(CFI)
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

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) 2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2354 11/13/85 WELLSVILLE, NY A/C Reg. No. N1400H Time (Lc1) - 1830 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew 2	Serious 0	Minor 0	None 0
Flight Conducted Under - 14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During - APPROACH					

-----Aircraft Information-----

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	WELLSVILLE, NY	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	LOCAL	WELLSVILLE
Wind Dir/Speed- 350/007 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 2.000 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 - 100 FT OVERCAST	Type Apch/Lndg - ILS-LOCALIZER	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - RAIN SHOWERS		
Condition of Light - NIGHT(DARK)		

-----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, ATP, CFI	Current - YES	Total - UNK/NR
SE LAND, ME LAND	Months Since - 3	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- 254
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER DEPARTURE THE PLT MADE 3 PRACTICE ISL APCHS AT BRADFORD REGIONAL ARPT LOCATED 35 MLS AWAY. THE ACFT RETURNED TO WELLSVILLE AND WAS CLEARED FOR RWY LOCALIZER APCH. THE PLT RADIOED WELLSVILLE UNICOM FOR ADVISORIES AND WAS INFORMED THAT A FOG BANK WAS OVER THE APCH END OF RWY 28 WITH A 1/4 MI VISIBILITY. THE PLT ACKNOWLEDGED AND ABOUT 5 MINS LATER A ELT SIGNAL WAS RECEIVED AT THE ARPT. ANOTHER PLT MADE THE APCH ABOUT 30 MINS LATER. ACCORDING TO THE PLT DURING THE APCH HE COULD SEE DIRECTLY BELOW BUT WAS UNABLE TO SEE THE ARPT. HE MADE A MISSED APCH AND LATER LANDED AFTER A 2ND APCH. THE ACFT COLLIDED WITH TREES ABOUT 1/4 MI FROM THE APCH END OF RWY 28. EXAMINATION OF THE ACFT DID NOT DISCLOSE EVIDENCE OF MALFUNCTION. THERE WAS NO EVIDENCE OF PILOTS' PHYSICAL IMPAIRMENT OR INCAPACITATION. FLIGHT TEST DETERMINED SATISFACTORY OPERATION OF THE LOC NAVAIDS.

Brief of Accident (Continued)

File No. - 2354

11/13/85

WELLSVILLE, NY

A/C Reg. No. N1400H

Time (Lcl) - 1830 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - FOG
 2. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 UNDERSHOOT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 4. DECISION HEIGHT - BELOW - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

5. CLEARANCE - INADEQUATE - PILOT IN COMMAND
 6. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2308

7/06/85

WOOSTER, OH

A/C Reg. No. N46285

Time (Lcl) - 0930 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - JOEEL D-11
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2200
No. of Seats - 2

Eng Make/Model - CONTINENTAL A80 SERIES
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 80 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 220/010 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - 1500 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ANDERSON, IN

Destination

ALLIANCE, OH

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

UNK/NR

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 49

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - D-11

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 950

Make/Model- 80

Instrument- 0

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT AND PAX WERE ON A X-COUNTRY PLEASURE FLT. AFTER 2420 HRS OF FLIHT, 45 MI SHORT OF DEST, THE ENGINE STOPPED
THE ACFT WAS LD IN A CORN FLD. EXAMINATION DISCLOSED MAIN BEARING FAILURE.

Brief of Accident (Continued)

File No. - 2308

7/06/85

WOOSTER, OH

A/C Reg. No. N4628S

Time (Lcl) - 0930 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, BEARING - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2266

9/22/85

HILLSBORO, OH

A/C Reg. No. N21903

Time (Lcl) - 1325 EDT

-----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
ON GROUND

	Fatal	Injuries			None
		Serious	Minor		
Crew	1	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-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 210/007 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HILLSBORO, OH
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI
SE LAND, ME LAND

Age - 22

Biennial Flight Review

Current - YES
Months Since - 21
Aircraft Type - PA-28R

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 633	Last 24 Hrs	- 3
Make/Model-	90	Last 30 Days-	59
Instrument-	57	Last 90 Days-	145
Multi-Eng -	87		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS BEING FLOWN BY A PLT WHO'S COMPANY TAKES LOW ALT PHOTOS OF FARMS FOR LATER RESALE. THIS IS ACCOMPLISHED WITH HAND-HELD 35MM CAMERAS FROM THE RIGHT SEAT. ACCORDING TO THE SINGLE WITNESS TO THE ACCIDENT, THE ACFT WAS FIRST SIGHTED FLYING "LOW AND SLOW" OVER HIS PROPERTY, TURNING SHARPLEY. LATER, ACCORDING TO THE WITNESS, THE ACFT TURNED SHARPLEY AGAIN WHEN "THE RIGHT WING FELL" AND THE ACFT DROPPED BEHIND THE TREES. DURING AN EXAMINATION OF THE WRECKAGE CONTROL CONTINUITY TO THE COCKPIT WAS CONFIRMED. AN EXAMINATION OF SPARK PLUGS REVEALED NO FOULING.

Brief of Accident (Continued)

File No. - 2266

9/22/85

HILLSBORO, OH

A/C Reg. No. N21903

Time (Lc1) - 1325 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. IMPROPER USE OF EQUIPMENT/AIRCRAFT; DIVERTED ATTENTION - PILOT IN COMMAND
3. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
4. STALL

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
6. 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) 1,2,3

Factor(s) relating to this accident is/are finding(s) 5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2273 12/03/85 EAST LIVERPOOL, OH A/C Reg. No. N6208V Time (Lcl) - 1100 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	0	0	0	1
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 -TAXI						

-----Aircraft Information-----

Make/Model - CESSNA 172RG	Eng Make/Model - LYCOMING O-360-F1A6	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point UNK/NR	
Method - TELEPHONE	Destination GREENSBORO, NC	Airport Data COLUMBIANA CO.
Completeness - FULL		Runway Ident - UNK/NR
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - UNK/NR
Wind Dir/Speed- 250/010 KTS	Type of Flight Plan - IFR	Runway Surface - ASPHALT
Visibility - 6.0 SM	Type of Clearance - NONE	Runway Status - WET
Lowest Sky/Clouds - 2000 FT	Type Apch/Lndg - NONE	SNOW - DRY
Lowest Ceiling - 2000 FT BROKEN		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - UNK/NR	Total - 490
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model - 30
		Instrument - 72
		Last 30 Days - UNK/NR
		Last 90 Days - 23

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, HE WAS UNABLE TO STOP THE ACFT AT THE END OF THE TAXIWAY AFTER HE HAD TAXIED THROUGH WATER. THE ACFT CAME TO REST AFTER SLIDING INTO A DRAINAGE DITCH AT THE END OF THE TAXIWAY. THE PLT CONTINUED THE FLT ALTHOUGH THE ACFT WAS DAMAGED. THE BRAKES FUNCTIONED ON THE SUBSEQUENT TAXI AND RETURN FLT TO HOME ARPT.

Brief of Accident (Continued)

File No. - 2273

12/03/85

EAST LIVERPOOL, OH

A/C Reg. No. N6208V

Time (Lc1) - 1100 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. TERRAIN CONDITION - WET
2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

4. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2359 12/20/85 CLEVELAND, OH A/C Reg. No. N334BA Time (Lcl) - 1730 EST

-----Basic Information-----

Type Operating Certificate	-COMMUTER	Aircraft Damage					
Name of Carrier	-BRITT AIRWAYS	SUBSTANTIAL					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	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	- FAIRCHILD SA226TC	Eng Make/Model	- GARRETT TPE331-3U	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 12500	Engine Type	- TURBOPROP		
No. of Seats	- 22	Rated Power	- 940 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	DAYTON, OH			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- IMC	SAME AS ACC/INC		CLEVELAND-HOPKINS	
Wind Dir/Speed	- 270/008 KTS			Runway Ident	- 28
Visibility	- 1.000 SM	ATC/Airspace		Runway Lth/Wid	- 6015/ 150
Lowest Sky/Clouds	-	Type of Flight Plan	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 200 FT OVERCAST	Type of Clearance	- IFR	Runway Status	- WET
Obstructions to Vision	- FOG	Type Apch/Lndg	- ILS-COMPLETE		SNOW - COMPACTED
Precipitation	- SNOW				
Condition of Light	- DUSK				

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 3897	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 2	Make/Model - 948	Last 30 Days - 0
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CREW OBTAINED VISUAL CONTACT WITH THE RW ENVIRONMENT 100 FT ABOVE DH. DURING THE LANDING ROLL THE A/C TRAVELED ALONG THE LEFT EDGE OF THE RUNWAY UNTIL IT COLLIDED WITH A SNOW BANK. THE RUNWAY WAS COVERED WITH PATCHES OF ICE AND PACKED SNOW.

Brief of Accident. (Continued)

File No. - 2359

12/20/85

CLEVELAND, OH

A/C Reg. No. N334BA

Time (Lc1) - 1730 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - ICY
2. DIRECTIONAL CONTROL - NOT OBTAINED - PILOT IN COMMAND
3. WEATHER CONDITION - LOW CEILING
4. LIGHT CONDITION - DUSK

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

5. DIRECTIONAL CONTROL - NOT CORRECTED - PILOT IN COMMAND
6. TERRAIN CONDITION - SNOWBANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2203 3/22/85 BIXBY,OK A/C Reg. No. N757LV Time (Lcl) - 1800 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries	
	DESTROYED		Serious	Minor
Type of Operation - INSTRUCTIONAL	Fire	1	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Crew 0	0	0
Accident Occurred During -DESCENT		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 - 108 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	TULSA,OK	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 130/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3800 FT	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 3800 FT OVERCAST	Type Apch/Lndg - SIMULATED FORCED LANDING	Runway Status - WET
Obstructions to Vision- NONE		DRY
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 307
SE LAND	Months Since - UNK/NR	Make/Model- 285
	Aircraft Type- UNK/NR	Instrument- 70
		Last 24 Hrs - UNK/NR
		Last 30 Days- 7
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

A FLT SCHOOL STUDENT WORKING ON HIS INSTRUCTOR RATING MADE SEVERAL LOW AND SLOW APPROACHES TO AN OPEN FLD. WITNESSES SAW THE ACFT'S NOSE PITCH UP SLIGHTLY THEN DROP. THE ACFT ROLLED TO THE RIGHT AND IMPACTED THE TERRAIN IN A STEEP DIVE. A WITNESS STATED THE APPROACHES WERE MADE DOWNWIND.

Brief of Accident (Continued)

File No. - 2203

3/22/85

BIXBY,OK

A/C Reg. No. N757LV

Time (Lc1) - 1800 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. IN-FLIGHT PLANNING/DECISION - NOT OBTAINED - PILOT IN COMMAND
 3. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2248

5/08/85

MCALESTER, OK

A/C Reg. No. N8556C

Time (Lcl) - 0830 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation -OTHER WORK USE

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - ROBINSON R-22A

Landing Gear - SKID

Max Gross Wt - 1370

No. of Seats - UNK/NR

Eng Make/Model - LYCOMING UKN

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 165 HP

ELT Installed/Activated - UNK/NR

Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 20.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - UNK/NR

Obstructions to Vision- UNK/NR

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE, COMMERCIAL

SE LAND, ME LAND

HELICOPTER

Age - 59

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1866

Make/Model- 341

Instrument- 10

Multi-Eng - 1000

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 200

Rotorcraft - 341

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS USING THE HELICOPTER TO ROUND UP CATTLE. ONE COW CHARGED THE HELICOPTER AND STRUCK THE TAIL ROTOR. THE HELICOPTER PITCHED NOSE DOWN, THE MAIN ROTOR BLADE STRUCK THE GROUND. THE HELICOPTER CAME TO REST IN AN UPRIGHT POSITION.

Brief of Accident (Continued)

File No. - 2248

5/08/85

MCALISTER, OK

A/C Reg. No. N8556C

Time (Lcl) - 0830 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - ANIMAL(S)
 2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 NOSE DOWN
Phase of Operation MANEUVERING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2244

8/01/85

HORNTOWN,OK

A/C Reg. No. N187AR

Time (Lcl) - 1515 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Injuries		
		Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
SAND SPRINGS,OK
Destination
HUGHE COUNTY,OK

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed- 010/005 KTS
Visibility - 15.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg, - PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 28
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 360	Last 24 Hrs -	4
Make/Model-	151	Last 30 Days-	UNK/NR
Instrument-	53	Last 90 Days-	75
Multi-Eng -	1		

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT EXPERIENCED AN INTERMITTENT POWER LOSS IN CRUISE FLT. THE PLT'S ATTEMPTS TO REMEDY THE PROBLEM WERE NOT SUCCESSFUL AND HE ELECTED TO EXECUTE A PRECAUTIONARY LANDING ON A ROAD. DURING THE LANDING, THE ACFT STRUCK A WIRE AND VEERED INTO TREES ALONG THE SIDE OF THE ROAD. THE PLT STATED THAT HE HAD NOT APPLIED CARB HEAT DURING THE EMERGENCY BECAUSE HE CONSIDERED CARB ICE IMPROBABLE. THE ICING PROBABILITY CHART INDICATED THE POSSIBILITY OF CARB ICING AT GLIDE AND CRUISE PWR SETTINGS. ACFT WAS FUEL WITH A MIXTURE OF AUTO GAS AND AVIATION FUEL.

Brief of Accident (Continued)

File No. - 2244

8/01/85

HORNTOWN,OK

A/C Reg. No. N187AR

Time (Lc1) - 1515 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - NOT SELECTED - PILOT IN COMMAND
 3. WEATHER EVALUATION - NOT UNDERSTOOD - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. OBJECT - WIRE,STATIC
 5. OBJECT - TREE(S)
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2243 8/05/85 SAND SPRINGS,OK A/C Reg. No. N47300 Time (Lcl) - 1015 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
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 - STRAIGHT-IN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

POGUE
Runway Ident - 17
Runway Lth/Wid - 3500/ 17
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 67

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	365	Last 24 Hrs	-	0
Make/Model	-	365	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ALLOWED THE ACFT TO GET TOO LOW ON THE VFR FINAL APCH. HE ADDED PWR AND STATED A GUST OF WIND TIPPED THE ACFT TO THE LEFT. WHEN HE CORRECTED FOR THIS THE ACFT'S NOSE DROPPED AND THE NOSE SHEEL CONTACTED THE GROUND AND SEPARATED. THE ACFT THEN NOSED OVER INTO AN INVERTED ATTITUDE AND CAME TO A STOP.

Brief of Accident (Continued)

File No. - 2243

8/05/85

SAND SPRINGS, OK

A/C Reg. No. N47300

Time (Lc1) - 1015 CDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PLANNED APPROACH - INADEQUATE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2242 8/05/85 DUNCAN,OK A/C Reg. No. N30986 Time (Lcl) - 0700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER J4A	Eng Make/Model - CONTINENTAL C-85-8F	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination	Airport Data
Completeness - N/A	LOCAL	HALLIBURTON FIELD
Basic Weather - VMC	ATC/Airspace	Runway Ident - UNK/NR
Wind Dir/Speed- UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Visibility - 10.0 SM	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Lowest Ceiling - NONE	FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 68	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 792
SE LAND	Months Since - 24	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 62
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS PRACTICING SHORT FLD LANDINGS WHEN THE ACCIDENT OCCURRED. HE STATED THE ACFT BALLOONED AND HE ADVANCED THE THROTTLE BUT THE ENG FAILED TO RESPOND IMMEDIATELY. THE ACFT STALLED AT 2 FT ABOVE THE GROUND ACCORDING TO THE PLT. HARD CONTACT WITH THE GROUND RESULTED IN SUBSTANTIAL DAMAGE TO THE ACFT.

Brief of Accident (Continued)

File No. - 2242

8/05/85

DUNCAN,OK

A/C Reg. No. N30986

Time (Lc1) - 0700 CDT

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. FLARE - INADEQUATE - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2262 8/15/85 CUSHING,OK A/C Reg. No. N21814 Time (Lcl) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation -TEST FLIGHT	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	0	0	1	0
Accident Occurred During -DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA A188B	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CUSHING MUNI
Wind Dir/Speed- 020/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 15471
SE LAND,ME LAND,SE SEA	Months Since - UNK/NR	Last 24 Hrs - 3
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 250

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS TEST FLYING THE ACFT AFTER A MAJOR ENG OVERHAUL. A LEFT TURN WAS MADE AWAY FROM THE ARPT AFTER TAKEOFF AND IMMEDIATELY THEREAFTER THE ENG LOST PWR. WITH NO SUITABLE LANDING AREA WITHIN GLIDING DISTANCE, THE ACFT WAS MANUEVERED STRAIGHT AHEAD WHERE IT CONTACTED TREES. POST ACCIDENT INSPECTION OF THE ENG REVEALED THE CHROME PLATING WITHIN THE #5 CYLINDER WAS SEPARATING FROM THE CYLINDER WALL AND WAS IMBEDDED IN THE RING LANDS OF THE PISTON. REASON FOR THE CHROME SEPARATION IS UNKNOWN.

Brief of Accident (Continued)

File No. - 2262

8/15/85

CUSHING,OK

A/C Reg. No. N21814

Time (Lcl) - 1700 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - FAILURE,PARTIAL
2. MAINTENANCE,OVERHAUL - IMPROPER -

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. OBJECT - TREE(S)
4. TERRAIN CONDITION - NONE SUITABLE

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

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

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. - 2365

8/23/85

OKMULGEE,OK

A/C Reg. No. N45CJ

Time (Lcl) - 0900 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - JAMES/VIKING DRAGONFLY
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - HAPI 60-2DM
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/006 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OKMULGEE,OK
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance, - NONE
Type Apch/Lndg - TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

OKMULGEE MUNIC.
Runway Ident - 17
Runway Lth/Wid - 4300/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - 150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 410	Last 24 Hrs - 0
Make/Model- 3	Last 30 Days- UNK/NR
Instrument- 71	Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT BOUNCED 3 TIMES DURING A LANDING AFTER THE ENGINE FAILED TO PREDUCE FULL POWER FOR TAKEOFF. AFTER THE 3RD BOUNCE THE RT CANARD BROKE OFF AT THE FUSELAGE. THE PLT STATED THAT THE FUEL FILTER WAS FOUND TO BE BLOCKED BY SOME TYPE OF RESIDUE.

Brief of Accident (Continued)

File No. - 2365

8/23/85

OKMULGEE,OK

A/C Reg. No. N45CJ

Time (Lc1) - 0900 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, FILTER - BLOCKED(PARTIAL)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. TERRAIN CONDITION - RUNWAY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. FLARE - MISJUDGED - PILOT IN COMMAND
4. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT, - PILOT IN COMMAND

Occurrence #4 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. FLIGHT CONTROL SURFACES/ATTACHMENTS - SEPARATION

----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) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2236 11/16/85 GOLDSBY,OK A/C Reg. No. N6001B Time (Lcl) - 1715 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PARACHUTING	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PARADISE AIR HAVEN
Wind Dir/Speed- 180/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - 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 - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 411
SE LAND,ME LAND	Months Since - 1	Make/Model- 162
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 65
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 92
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THE PURPOSE OF THE FLT WAS TO DROP PARACHUTE JUMPERS. THE JUMPERS DEPLANED AT 8500 FT MSL AND THE PLT REDUCED PWR FOR A DESCENT AND LANDING AT THE ARPT OF DEPARTURE. HE STATED HE DID NOT APPLY CARB HEAT DURING THE ENTIRE DESCENT AND HE ENTERED THE TRAFFIC PATTERN WITH REDUCED PWR. DURING FINAL APCH, HE APPLIED THROTTLE BUT THE ENG WOULD NOT RESPOND, IT WOULD ONLY RUN ROUGH. THE PLT STATED THE ACFT WAS DESCENDING RAPIDLY AND IT WAS OBVIOUS HE WOULD NOT BE ABLE TO LAND ON THE ARPT. HE LANDED THE ACFT IN A PLOWED, MUDDY FLD WHERE IT NOSED OVER.

Brief of Accident (Continued)

File No. - 2236

11/16/85

GOLDSBY,OK

A/C Reg. No. N6001B

Time (Lc1) - 1715 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation DESCENT - NORMAL

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2237 12/26/85 TULSA,OK

A/C Reg. No. N8535G

Time (Lcl) - 1430 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries
Fatal Serious Minor None

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew Fatal 0
Pass 0 0 0 1
0 0 0 1

-----Aircraft Information-----

Make/Model - CESSNA 150F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - 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- 340/008 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TULSA,OK
Destination
SAND SPRINGS,OK

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 37

Biennial Flight Review

Current - YES
Months Since - 22
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 68
Make/Model- 68
Instrument- 20
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING FOLLOWING A LOSS OF PWR. THE PLT STATED "QUITE ABIT" OF WATER WAS DRAINED FROM THE FUEL SYSTEM DURING PREFLIGHT. APRX 10 TO 15 MINUTES AFTER TAKEOFF THE ENG BEGAN TO SPUTTER AND EVENTUALLY QUIT. THE NOSE WHEEL CONTACTED A DIRT BANK DURING THE FORCED LANDING WHICH RESULTED IN THE ACFT NOSING OVER.

Brief of Accident (Continued)

File No. - 2237

12/26/85

TULSA,OK

A/C Reg. No. N8535G

Time (Lcl) - 1430 CST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - DIRT BANK

Occurrence #4 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2276

2/16/85

QUARRYVILLE, PA

A/C Reg. No. N78913

Time (Lcl) - 1300 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	3	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAXI

Fire
NONE

-----Aircraft Information-----

Make/Model - MOONEY M20C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2575
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MT. JOY, PA
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

TANGLEWOOD
Runway Ident - 29
Runway Lth/Wid - 3425/ 100
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 - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	404	Last 24 Hrs	UNK/NR
Make/Model-	248	Last 30 Days-	UNK/NR
Instrument-	30	Last 90 Days-	UNK/NR
		Rotorcraft	2

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS LANDED AND WHILE TAXIING OVER ROUGH, SOFT TERRAIN THE LANDING GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2276

2/16/85

QUARRYVILLE, PA

A/C Reg. No. N78913

Time (Lcl) - 1300 EST

Occurrence COMPLETE GEAR COLLAPSED
Phase of Operation TAXI

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. LANDING GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2292 10/26/85 FREEPORT, PA A/C Reg. No. N60563 Time (Lc1) - 1515 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	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 -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PERRY, NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ANGOLA, NY	MCVILLE
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 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 - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 32
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 32
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE STU PLT DEPARTED WITH 10.5 GALS OF FUEL FOR A 48 MILE X-COUNTRY FLT. WHILE EN ROUTE THE PLT BECAME LOST. APRX 10 MINUTES OF FUEL REMAINED WHEN THE PLT SPOTTED A ARPT. SHE ATTEMPTED TO LAND AT THE ARPT. DURING THE APCH TO THE RWY SHE MADE A GO AROUND WHEN SHE SAW AN ACFT ON THE RWY. THE ENG STOPPED DURING THE GO AROUND BUT WAS RESTARTED. THE PLT TURNED TOWARD THE ARPT. THE ENG STOPPED AGAIN. THE PLT RAISED THE NOSE LEVEL TO STALL THE ACFT. AFTERWARDS THE ACFT LANDED ON TOP OF TREES AND THEN FELL TO THE GROUND. THE ACCIDENT SITE IS ABOUT 140 MILES SOUTH OF THE INTENDED DESTINATION.

Brief of Accident (Continued)

File No. - 2292

10/26/85

FREEPORT, PA

A/C Reg. No. N60563

Time (Lc1) - 1515 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL

Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. FLUID, FUEL - EXHAUSTION
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT

Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL - INTENTIONAL - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2265 12/05/85 SELINGSGROVE,PA A/C Reg. No. N652FL Time (Lcl) - 1514 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED

Fire
ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 2

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 070/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 4500 FT SCATTERED
Lowest Ceiling - 5500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HARRISBURG,PA
Destination
UNK/NR

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 - MACADAM
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 38
Biennial Flight Review
Current - YES
Months Since - 1'
Aircraft Type - PA-28

Medical Certificate - UNK/NR
Flight Time (Hours)

Total	- 119	Last 24 Hrs	- UNK/NR
Make/Model-	21	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	40

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS SEEN FLYING AT LOW ALT BEFORE IT COLLIDED WITH UNMARKED TRANSMISSION LINES AT A HEIGHT OF 170 FT AGL. THE ACFT PITCHED UP AND THEN DESCENDED TO THE GROUND. THE TOP OF THE RUDDER AND VERTICAL STABILATOR WERE SEVERED FROM THE ACFT. THE COLLISION OCCURRED ABOUT 500 FT FROM THE PLT'S HOME. EXAMINATION OF THE ACFT DID NOT DISCLOSE EVIDENCE OF ANY MALFUNCTION.

Brief of Accident (Continued)

File No. - 2265

12/05/85

SELINGSGROVE,PA

A/C Reg. No. N652FL

Time (Lc1) - 1514 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
 3. OBJECT - WIRE,STATIC
 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 5. FLIGHT CONTROL, RUDDER - LOSS, PARTIAL
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2395 12/15/85 LANGHORNE, PA A/C Reg. No. N231A Time (Lcl) - 1720 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - MOONEY 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/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- 210/008 KTS

Visibility - 7.0 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

ATLANTIC CITY, NJ

Destination

SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BUEHL FIELD

Runway Ident - 24

Runway Lth/Wid - 3125/ 49

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 50

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACFT COLLIDED WITH MARKED BUT UNLIGHTED TRANSMISSION LINES 670 FT FM RWY THRESHOLD. THE LINES ARE 81 FT ABOVE THE THRESHOLD ELEVATION AND ARE MARKED BUT UNLIGHTED. THEY ARE ALSO 1193 FT FROM THE DISPLACED THRESHOLD. THE PILOT DID NOT HAVE A CURRENT MEDICAL OR PILOT CERTIFICATE. INSULIN AND CHLOROTHIAZIDE WERE FOUND IN THE PILOTS PERSONAL EFFECTS. WITNESSES DID NOT RECALL SEEING ACFT LDG LIGHTS DISPLAYED PRIOR TO THE LINE COLLISION ALTHOUGH EVIDENCE OF ELECTRICAL AVAILABILITY WAS FOUND.

Brief of Accident (Continued)

File No. - 2395

12/15/85

LANGHORNE, PA

A/C Reg. No. N231A

Time (Lcl) - 1720 EST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. LANDING LIGHTS - NOT USED - PILOT IN COMMAND
 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 4. PROPER GLIDEPATH - NOT FOLLOWED - PILOT IN COMMAND
 5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

6. OBJECT - WIRE, TRANSMISSION(MARKED)
 7. ALTITUDE - BELOW - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,7

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. - 2295 10/23/85 BLOCK ISLAND, RI A/C Reg. No. N8475Q Time (Lcl) - 1730 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
DESTROYED

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
1
0

None
0
0

-----Aircraft Information-----

Make/Model - CESSNA 185
Landing Gear - AMPHIBIAN
Max Gross Wt - 3350
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 210/005 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
BROOKHAVEN, NY
Destination
FALMOUTH, MA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - WATER
Runway Status - WATER - CHOPPY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 43

Biennial Flight Review

Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1858 Last 24 Hrs - 0
Make/Model- 325 Last 30 Days- UNK/NR
Instrument- 66 Last 90 Days- 30
Multi-Eng - 38

Instrument Rating(s) - NONE

-----Narrative-----

THE FLOATPLANE EXPERIENCED A PWR LOSS ABOUT 15 MILES SOUTH OF MARTHA'S VINEYARD VOR. THE ENG MANIFOLD PRESSURE DROPPED AND THE RPM BECAME ERRATIC. THE PLT ATTEMPTED TO RESTART THE ENG USING PRIMARY AND EMERGENCY FUEL PUMPS BUT THE ENG WOULD NOT RESTART. THE PLT CONTACTED SUFFOLK, MARTHA VINEYARD AND BRIDGEPORT TOWERS GIVING HIS LOCATION AND ADVISING THEN OF THE DITCHING. THE ACFT SANK IN THE WATER AND WAS NOT RECOVERED.

Brief of Accident (Continued)

File No. - 2295

10/23/85

BLOCK ISLAND, RI

A/C Reg. No. N8475Q

Time (Lc1) - 1730 EST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. COMPENSATION FOR WIND CONDITIONS - MISJUDGED - PILOT IN COMMAND

Occurrence #3 DITCHING
Phase of Operation LANDING

Occurrence #4 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. TERRAIN CONDITION - WATER, ROUGH
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2396 8/09/85 ABBEVILLE, SC A/C Reg. No. N7475W Time (Lcl) - 1130 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew 1	Serious 0	Minor 0	None 0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A3A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 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	ABBEVILLE, SC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	DAVIS FIELD
Wind Dir/Speed- 050/010 KTS	ATC/Airspace	Runway Ident - 08
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2240/ 40
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 3000 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 - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 19
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 19
		Last 30 Days- 19
		Instrument- UNK/NR
		Last 90 Days- 19
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED INTO TREES & THE GROUND AFTER GOING INTO A LEFT TURN DURING A GO-AROUND INITIATED AFTER A BOUNCY LANDING. AFTER POWER WAS ADDED FOR THE GO-AROUND THE ACFT SEEMED TO BE UNCONTROLLED SO THAT THE CFI ON THE GROUND, WHO HAD JUST EXITED THE ACFT AFTER SEVERAL LANDINGS, USED A HAND-HELD RADIO TO TELL THE STUDENT PLT TO LEVEL HIS WINGS. THERE WAS NO RESPONSE FROM THE ACFT WHICH CONTINUED TO TURN INTO THE TREES. AN AUTOPSY PERFORMED ON THE PLT AFTER THE ACC SHOWED THAT THE HEART ATTACK HAD OCCURRED AND IT IS BELIEVED TO HAVE INCAPACITATED THE PLT JUST AFTER THE GO-AROUND WAS INITIATED.

Brief of Accident (Continued)

File No. - 2396

8/09/85

ABBEVILLE, SC

A/C Reg. No. N7475W

Time (Lcl) - 1130 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - ATTEMPTED - PILOT IN COMMAND
3. GO-AROUND - INITIATED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. INCAPACITATION(HEART ATTACK) - PILOT IN COMMAND
6. RADIO COMMUNICATIONS - ATTEMPTED - FLIGHT INSTRUCTOR(ON GROUND)
7. MANEUVER - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. OBJECT - TREE(S)
9. OBJECT - UTILITY POLE

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,7

Factor(s) relating to this accident is/are finding(s) 8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2376

11/18/85.

CHESTER, SC

A/C Reg. No. N123TT

Time (Lcl) - 0818 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

Fire

NONE

Crew

Pass

-----Aircraft Information-----

Make/Model - PIPER PA-23-250

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 5200

No. of Seats - 6

Eng Make/Model - LYCOMING TIO-540 SER

Number Engines - 2

Engine Type - RECIP-FUEL INJECTED

Rated Power - 310 HP

ELT Installed/Activated - YES/YES

Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- CALM

Visibility - UNK/NR

Lowest Sky/Clouds -

Lowest Ceiling - 4000 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CHARLOTTE, NC

Destination

CHESTER, SC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

Age - 38

Biennial Flight Review

Current - YES

Months Since - 21

Aircraft Type - PA23250

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES AT THE ACCIDENT SITE ESTIMATED THE GROUND VISIBILITY TO BE 100 YDS OR LESS. THE INSTRUMENT RATED PLT ON THE 32 NM FLT HAD NOT FILED A FLT PLAN EVEN THOUGH HE HAD OBTAINED A WX BRIEFING FROM FSS. THE ACFT COLLIDED WITH THE STEEL CABLES ATOP STEEL TRANSMISSION LINE TOWERS, ROLLED UPSIDE DOWN AND CAME TO A STOP IN AN INVERTED, 40 DEGREES NOSE DOWN ATTITUDE.

Brief of Accident (Continued)

File No. - 2376

11/18/85

CHESTER, SC

A/C Reg. No. N123TT

Time (Lc1) - 0818 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - FOG
2. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND
3. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

5. OBJECT - WIRE, TRANSMISSION
6. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
7. IMPROPER DECISION - PILOT IN COMMAND
8. CLEARANCE - INADEQUATE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,6,7,8

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2387 12/07/85 CLOVER, SC A/C Reg. No. N5388F Time (Lcl) - 1012 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 0
Pass 0

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

-----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-A4M
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/004 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
CHARLOTTE, NC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 18
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 58
Make/Model- 4
Instrument- 5
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT EXPERIENCED AN ENGINE FAILURE DURING CRUISE FLIGHT AND ATTEMPTED AN EMERGENCY LANDING IN A FIELD. DURING LANDING ROLL THE AIRCRAFT COLLIDED WITH SMALL TREES ON THE FAR END OF THE FIELD. POST-CRASH EXAMINATION OF THE ENGINE DISCLOSED THAT THE BOLT WHICH HELD THE CRANKSHAFT DRIVE GEAR IN PLACE WAS LOOSE, ALLOWING THE DRIVE GEAR TO ROTATE AND BREAK THE DOWEL PIN.

Brief of Accident (Continued)

File No. - 2387

12/07/85

CLOVER, SC

A/C Reg. No. N5388F

Time (Lcl) - 1012 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. MAINTENANCE, OVERHAUL - IMPROPER - OTHER MAINTENANCE PSNL
2. ENGINE ASSEMBLY, CRANKSHAFT - LOOSE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. TERRAIN CONDITION - OPEN FIELD

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2254 12/16/85 SPARTANBURG, SC A/C Reg. No. N4445K Time (Lcl) - 1315 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-BUSINESS	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-31T	Eng Make/Model - P&W PT6A-28	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6500	Engine Type - TURBOPROP	
No. of Seats - 8	Rated Power - 620 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- 200/011 KTS</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point COLUMBIA, SC</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>SPARTANBURGH MEM</p> <p>Runway Ident - 22</p> <p>Runway Lth/Wid - 5203/-UNK/NR</p> <p>Runway Surface - MACADAM</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 - 57</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 6</p> <p>Aircraft Type - PA 31T</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 12000</p> <p>Make/Model- 60</p> <p>Instrument- 4150</p> <p>Multi-Eng - 12000</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 60</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING ROLL THE LANDING GEAR COLLAPSED AND THE ACFT SKIDDED TO A STOP ON THE RWY. THE ACFT WAS SUBSTANTIALLY DAMAGED AND THE PLT WAS NOT INJURED. A WITNESS STATED THAT HE OBSERVED THE LANDING GEAR IN THE DOWN POSITION WHILE THE ACFT WAS IN THE TRAFFIC PATTERN. A LANDING GEAR EXTENSION AND RETRACTION TEST WAS PERFORMED ON THE ACFT AFTER THE ACCIDENT AND THE SYSTEM OPERATED NORMALLY. NO PRE-IMPACT FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 2254

12/16/85

SPARTANBURG, SC

A/C Reg. No. N4445K

Time (Lc1) - 1315 EST

Occurrence #1 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
1. UNDETERMINED

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
2. TERRAIN CONDITION - RUNWAY

----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. - 2374

9/21/85

HALLS, TN

A/C Reg. No. N2858E

Time (Lcl) - 1230 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	2	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire Crew
NONE 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 - 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- 170/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point -
OLIVE BRANCH, MS
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ARNOLD FIELD
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 - 54
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - 172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 350	Last 24 Hrs	- 1
Make/Model	- UNK/NR	Last 30 Days	- 2
Instrument	- UNK/NR	Last 90 Days	- 4
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT HAD JUST LEVELED OFF AT 2500 FEET AND POINTED OUT THE OLD NAVAL BASE TO HIS RIGHT FRONT SEAT PASSENGER WHEN HE SLUMPED OVER THE YOKE. THE PASSENGER IN THE REAR SEAT HELD THE PILOT OFF THE CONTROLS WHILE HER NON-PILOT HUSBAND ATTEMPTED TO LAND THE AIRCRAFT. HE MISSED THE TAXIWAY ON THE OLD NAVAL BASE AND ATTEMPTED TO LAND IN A COTTON FIELD. HE SPOTTED A HOUSE AT THE END OF THE FIELD AND TURNED JUST PRIOR TO TOUCHDOWN. THE AIRCRAFT HIT A DITCH AT THE END OF THE FIELD AND BOUNCED UP ON THE TAXIWAY. THE PILOT DID NOT RESPOND TO EMERGENCY MEDICAL SERVICES AND WAS PRONOUNCED DEAD AT THE HOSPITAL.

Brief of Accident (Continued)

File No. - 2374

9/21/85

HALLS, TN

A/C Reg. No. N2858E

Time (Lc1) - 1230 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)

1. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INCAPACITATION (LOSS OF CONSCIOUSNESS) - PILOT IN COMMAND
2. PROPER ASSISTANCE - ATTEMPTED - PASSENGER
3. REMEDIAL ACTION - INITIATED - PASSENGER

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. MANEUVER - ATTEMPTED - PASSENGER
5. PROPER ALIGNMENT - POOR - PASSENGER
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - OTHER PERSONNEL

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - DITCH

Occurrence #4 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

8. 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) 1,2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2388 10/19/85 CHATTANOOGA, TN A/C Reg. No. N2854S Time (Lcl) - 1054 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)*

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-201T
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3000
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-360-FB8 ELT Installed/Activated - YES/YES
Number Engines - 1 Stall Warning System - YES
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- 140/004 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 25000 FT THIN OVC
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CHATTANOOGA, TN
Destination
BIRMINGHAM, AL

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

LOVELL FIELD
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 - 36
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 165 Last 24 Hrs - 2
Make/Model- 119 Last 30 Days- UNK/NR
Instrument- 4 Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT LOST TOTAL POWER DURING TAKEOFF INITIAL CLIMB AND ATTEMPTED AN FORCED LANDING IN A SHOPPING CENTER PARKING LOT. DURING THE LANDING ATTEMPT THE AIRCRAFT COLLIDED WITH A UTILITY POLE AND SLID INVERTED APPROXIMATELY 250 FT BEFORE COMING TO REST. POST CRASH EXAMINATION OF THE ENGINE DISCLOSED THAT THE NUMBER 1 CONNECTING ROD BROKE RESULTING IN A LOSS OF POWER.

Brief of Accident. (Continued)

File No. - 2388

10/19/85

CHATTANOOGA, TN

A/C Reg. No. N2854S

Time (Lc1) - 1054 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FATIGUE
 2. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

3. OBJECT - UTILITY POLE
-

-----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. - 2251 3/23/85 SONORA, TX A/C Reg. No. N6710E Time (Lcl) - 1300 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-BUSINESS	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 175	Eng Make/Model - CONTINENTAL GO-300-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 175 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 320/010 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAN ANGELO, TX</p> <p>Destination BISHOP, TX</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data SONORA</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p> <p>HIGH VEGETATION</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 95
	Months Since - N/A	Make/Model- 88
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DESTROYED DURING A FORCED LANDING IN ROUGH TERRAIN, FOLLOWING AN ENG FAILURE IN-FLT. INVESTIGATION REVEALED THAT THE NO. 3 CONNECTING ROD FAILED DUE TO OIL STARVATION. THE ROD OIL PASSAGEWAY WAS FOUND CLOGGED WITH SLUDGE AND FINE METAL PARTICLES, AS WERE THE OIL FILTER AND SCREEN. IN ADDITION, SEVERAL BROKEN RINGS AND LEAKING INTAKE MANIFOLD HOSES WERE FOUND. THE ACFT WAS OPERATING ON AUTO GAS AND MARVEL MYSTERY OIL.

Brief of Accident (Continued)

File No. - 2251

3/23/85

SONORA, TX

A/C Reg. No. N6710E

Time (Lcl) - 1300 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. MAINTENANCE,SERVICE OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2250 4/05/85 LAPORTE, TX A/C Reg. No. N17VE Time (Lcl) - 1352 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91		Pass	1	Serious	Minor	None
Accident Occurred During -DESCENT	NONE		0	0	0	0

-----Aircraft Information-----

Make/Model - JOHNSON-RAND KR-2	Eng Make/Model - VOLKSWAGON 60-2-1835CC	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - UNK/NR		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LAPORTE MUNICIPAL
Wind Dir/Speed- 330/017 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 68	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 388
SE LAND	Months Since - 6	Make/Model- 12
	Aircraft Type - PA-38	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- 6
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES REPORTED THAT SHORTLY AFTER TAKEOFF AT AN ALT OF APRX 30 FT AGL, THE ACFT ROLLED INVERTED AND DESCENDED TO GROUND IMPACT. POST ACCIDENT EXAMINATION OF THE ACFT FAILED TO DISCLOSE ANY MECHANICAL FAILURE/MALFUNCTION WHICH WOULD HAVE RESULTED IN THE LOSS OF CONTROL.

Brief of Accident (Continued)

File No. - 2250

4/05/85

LAPORTE, TX

A/C Reg. No. N17VE

Time (Lcl) - 1352 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2247 4/18/85 HOCKLEY, TX A/C Reg. No. NONE Time (Lcl) - 1850 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	DESTROYED		Fatal	Injuries	
Type of Operation - PERSONAL	Fire	Crew	1	Serious	Minor
Flight Conducted Under -14 CFR 103	NONE	Pass	1	0	0
Accident Occurred During -DESCENT				0	0

-----Aircraft Information-----

Make/Model - CONDOR AIRCRAFT CONDOR III	Eng Make/Model - KAWASAKI TA440AO30530	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 37 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 130/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - SCATTERED	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 - 29	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 500
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

-----Narrative-----

THE ACFT COLLIDED WITH THE TERRAIN IN A NEAR VERTICAL DESCENT. WITNESSES STATED THE ULTRALIGHT WAS AIRBORNE FOR APRX 5 MINUTES BEFORE A LOUD "POP" WAS HEARD AND IT ENTERED A STEEP NOSE DOWN SPIRAL. INSPECTION OF THE ULTRALIGHT REVEALED A FAILED BOLT IN THE REAR SPAR OF THE LEFT WING. THE BOLT WAS INTENDED TO HOLD A BRACE BETWEEN THE REAR WING SPAR AND THE FRONT WING SPAR, AND ALSO A BRACE FROM THE LEFT REAR WING SPAR TO THE TAIL SECTION.

Brief of Accident (Continued)

File No. - 2247

4/18/85

HOCKLEY, TX

A/C Reg. No. NONE

Time (Lcl) - 1850 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. WING, WING RIB - FAILURE, TOTAL

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2238 4/19/85 AMARILLO, TX A/C Reg. No. N3380Q Time (Lc1) - 1125 CST

-----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	3
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 421B	Eng Make/Model - CONTINENTAL GTS10-520-H	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7450	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 375 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - FSS	Last Departure Point	
Method - UNK/NR	PAMPA, TX	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	AMARILLO, TX	TRADEWIND
Wind Dir/Speed- 240/030 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 2730/ 55
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 18000
ME LAND	Months Since - 1	Make/Model- 1000
	Aircraft Type - UNK/NR	Instrument- 680
		Multi-Eng - 15000
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 118

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT GROUND LOOPED FOLLOWING A COLLAPSE OF THE LEFT MAIN GEAR AFTER A LANDING ROLL OF APRX 600 TO 700 FT. POST ACCIDENT INSPECTION OF THE GEAR REVEALED A BOLT HAD BACKED OUT OF THE GEAR DOWN LOCK ARM WHERE IT LOCKS OVERCENTER.

Brief of Accident (Continued)

File No. - 2238

4/19/85

AMARILLO, TX

A/C Reg. No. N3380Q

Time (Lc1) - 1125 CST

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, GEAR LOCKING MECHANISM - INOPERATIVE

-----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. - 2208 4/19/85 CASTROVILLE, TX A/C Reg. No. N541DM Time (Lcl) - 1600 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - WISCONSIN STATE PRISON SONERAI	Eng Make/Model - VOLKSWAGEN 1850 CC	ELT Installed/Activated - YES-UNK/NR
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - UNK/NR	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CASTROVILLE MUNICIPAL
Wind Dir/Speed- 150/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 3500 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 201
SE LAND	Months Since - 6	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 2
		Last 30 Days- UNK/NR
		Instrument- 10
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, AFTER LIFT-OFF FROM THE 5,000 FT LONG RWY, THE ACFT WAS IN GROUND EFFECT PRIOR TO AN UNCONTROLLED RIGHT ROLL. THE ACFT IMPACTED THE GROUND RIGHT WING FIRST. THE PLT REPORTED 2 HRS EXPERIENCE IN THE ACFT AND NO MECHANICAL MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 2208

4/19/85

CASTROVILLE, TX

A/C Reg. No. N541DM

Time (Lcl) - 1600 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIFT-OFF - PREMATURE - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
3. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - 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) 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. - 2286

5/14/85

MARFA, TX

A/C Reg. No. N5838X

Time (Lcl) - 1610 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	1	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 310F
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4830
No. of Seats - 5

Eng Make/Model - CONTINENTAL IO-470-D
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 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- 230/007 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MARFA, TX
Destination
EL PASO, TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg.: - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MARFA MUNI
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 64

Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 4697	Last 24 Hrs -	3
Make/Model-	11	Last 30 Days-	6
Instrument-	UNK/NR	Last 90 Days-	11
Multi-Eng -	UNK/NR	Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT EXPERIENCED A PARTIAL PWR LOSS FROM THE RIGHT ENG DURING THE TAKEOFF CLIMB AND IN HIS HASTE TO CIRCLE BACK AND LAND DID NOT ALLOW THE ACFT TO GAIN ALT. HE THEN FAILED TO MAINTAIN ADEQUATE AIRSPEED AND AS A RESULT, LOST CONTROL OF THE ACFT AND STALLED WITHOUT SUFFICIENT ALT TO AFFECT RECOVERY BEFORE GROUND IMPACT. POST ACCIDENT EXAMINATION OF THE ACFT DISCLOSED SEVERAL DISCEPANCIES. 1) THE INDUCTION AIR FILTER WAS CLOGGED WITH DIRT/DEBRIS, 2) THE AUTOMATIC AIR DOOR HINGE WAS BROKEN PREVENTING THE DOOR FROM REMAINING CLOSED AND 3) THE AUTOMATIC AIR DOOR HINGE BEHIND THE MANUAL ALTERNATE AIR BUTTERFLY WAS BROKEN. THE SPARK PLUGS ON THE RIGHT ENG WERE CARBON FOULED.

Brief of Accident (Continued)

File No. - 2286

5/14/85

MARFA, TX

A/C Reg. No. N5838X

Time (Lc1) - 1610 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. MIXTURE CONTROL - IMPROPER
 2. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2227 5/14/85 BOERNE, TX

A/C Reg. No. N2431V

Time (Lcl) - 2130 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
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Type of Operation - PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

1

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 140

Eng Make/Model - CONTINENTAL C-90

ELT Installed/Activated - YES-UNK/NR

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 1450

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 90 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 080/008 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - SCATTERED

Lowest Ceiling - 4500 FT

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

ON AIRSTRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 24

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 248

Last 24 Hrs - UNK/NR

Make/Model- 215

Last 30 Days- UNK/NR

Instrument- 0

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CARTWHEELED AFTER CONTACTING A TREE WHILE LANDING. THE PLT REPORTED A HARD LANDING OCCURRED, THE ACFT BOUNCED 10 TO 20 FT IN THE AIR AND VEERED LEFT WHERE IT CONTACTED THE TREE.

Brief of Accident (Continued)

File No. - 2227

5/14/85

BOERNE, TX

A/C Reg. No. N2431V

Time (Lc1) - 2130 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2245

6/01/85

FORT WORTH, TX

A/C Reg. No. N872B

Time (Lcl) - 1630 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew	0	0	0	1
Pass	0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - MOONEY M20
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - PATWAS
Method - ACFT RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 180/010 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
UNK/NR
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

LUCK FIELD
Runway Ident - 16
Runway Lth/Wid - 3500/ 40
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 36

Biennial Flight Review

Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 117	Last 24 Hrs	- UNK/NR
Make/Model-	19	Last 30 Days-	UNK/NR
Instrument-	20	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED AN IRON POLE AND A HANGAR FOLLOWING A LOSS OF DIRECTIONAL CONTROL DURING LANDING ROLL. THE PLT REPORTED THAT AFTER AN APRX 300 FT GROUND ROLL, THE ACFT VEERED LEFT. THE LEFT WING CONTACTED AN IRON POLE WHICH RESULTED IN THE ACFT ROTATING FURTHER TO THE LEFT AND CONTACTING THE HANGAR.

Brief of Accident (Continued)

File No. - 2245

6/01/85

FORT WORTH, TX

A/C Reg. No. N872B

Time (Lc1) - 1630 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

2. OBJECT - BUILDING(NONRESIDENTIAL)

-----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. - 2323 6/14/85 MINERAL WELLS, TX A/C Reg. No. N6993N Time (Lcl) - 2145 CDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - ALL CARGO	Aircraft Damage					
Name of Carrier	-EXECUTIVE AIR CHARTER, IN	DESTROYED					
Type of Operation	-NON SCHED, INTL, CARGO	Fire	Crew	Fatal	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	1	0
Accident Occurred During	-DESCENT					0	0

-----Aircraft Information-----

Make/Model	- CESSNA T210N	Eng Make/Model	- CONTINENTAL TS10-520-R	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 310 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	ABILENE, TX			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	DFW AIRPORT, TX		MINERAL WELLS MUNI	
Wind Dir/Speed	- 160/012 KTS	ATC/Airspace		Runway Ident	- 31
Visibility	- 7.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 4325/ 100
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1175	Last 24 Hrs - 5
SE LAND, ME LAND	Months Since - 1	Make/Model - 596	Last 30 Days - UNK/NR
	Aircraft Type - 210	Instrument - 81	Last 90 Days - 293
		Multi-Eng - 122	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT EXPERIENCED ENGINE POWER FAILURE DUE TO FUEL EXHAUSTION FOR UNKNOWN REASONS SINCE ABOUT 30 GALLONS OF FUEL SHOULD HAVE BEEN ON BOARD WHEN THE CRASH OCCURRED. THE PILOT WAS VECTORED TOWARD THE NEAREST AIRPORT BUT WAS UNABLE TO REACH IT AND CRASHED INTO A ROUGH AND ROCKY TREE-COVERED HILLSIDE ABOUT ONE-HALF MILE SHORT OF THE APPROACH END OF THE INTENDED RUNWAY. AN OPERATIONAL CHECK OF THE ENGINE AT A LATER DATE REVEALED NO EVIDENCE OF ABNORMALITIES.

Brief of Accident (Continued)

File No. - 2323

6/14/85

MINERAL WELLS, TX

A/C Reg. No. N6993N

Time (Lc1) - 2145 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. UNSAFE/HAZARDOUS CONDITION WARNING - NOT IDENTIFIED - 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)

3. OBJECT - TREE(S)
4. LIGHT CONDITION - DARK NIGHT

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 2281

7/09/85

AUSTIN, TX

A/C Reg. No. N8203D

Time (Lcl) - 1603 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	1	0
Crew	0	0	0	0
Pass	0	0	0	0
Other	0	0	2	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-28-181
Landing Gear - TAILWHEEL-ALL 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-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 190/009 KTS

Visibility - 15.0 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

AUSTIN, TX

Destination

PLANO, TX

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 40

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 84 Last 24 Hrs - 2

Make/Model- 4 Last 30 Days- UNK/NR

Instrument- 2 Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE ENG FAILED AT ABOUT 2000 FT MSL WHILE THE ACFT WAS CLIMBING TO CRUISE FLT. THE PLT ATTEMPTED TO TURN BACK TO THE ARPT BUT REALIZED IT WAS TOO FAR AWAY. THE PLT THEN MADE A FORCED LANDING IN A GRASS AREA ADJACENT TO A LARGE HWY AT ABOUT A 45 DEG ANGLE TO THE ROAD. THE ACFT CROSSED AN ACCESS ROAD, TWO TRAFFIC LANES OF THE MAIN HWY, THE MEDIAN STRIP, AND CAME TO REST AFTER ENTERING THE TWO OPPOSITE TRAFFIC LANES WHERE A VEHICLE CONTACTED ITS RIGHT WING AND KNOCKED IT OFF THE ACFT. THE VEHICLE RECEIVED MINOR DAMAGE AND ITS TWO OCCUPANTS, ALONG WITH THE PLT, RECEIVED MINOR INJURIES. POST ACCIDENT RUN-UP OF THE ENG FAILED TO DISCLOSE ANY MECHANICAL FAILURE/MALFUNCTION.

Brief of Accident (Continued)

File No. - 2281

7/09/85

AUSTIN, TX

A/C Reg. No. N8203D

Time (Lcl) - 1603 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
2. OBJECT - VEHICLE

-----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. - 2235

7/16/85

CRANE, TX

A/C Reg. No. N8197J

Time (Lcl) - 0645 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	0	0	0	1
Flight Conducted Under	-14 CFR 137	0	0	0	0
Accident Occurred During	-DESCENT				

Crew
Pass

-----Aircraft Information-----

Make/Model - BELL 47G-5

Eng Make/Model - LYCOMING VO-435-B1A

ELT Installed/Activated - NO -N/A

Landing Gear - SKID

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 2850

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 3

Rated Power - 260 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - UNK/NR

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

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

CRANE

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 - 54

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 21534

Make/Model- 560

Instrument- 1326

Multi-Eng - 6000

Last 24 Hrs - 9

Last 30 Days- UNK/NR

Last 90 Days- 240

Rotorcraft - 3534

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE HELICOPTER WAS BEING OPERATED FROM A FLAT BED TRAILER. THE PLT STATED HE HAD LIFTED TO A 3 FOOT HOVER WHEN THE ENG STOPPED. THE HELICOPTER SUDDENLY ROTATED ABOUT 45 DEGS BEFORE HE COULD STOP IT. THE PLT ATTEMPTED TO MAKE AN AUTOROTATION TOUCHDOWN BUT WAS STILL PARTIALLY OVER THE TRAILER. THE REAR PORTION OF THE RIGHT SKID CONTACTED THE EDGE OF THE TRAILER, AND THE HELICOPTER ROLLED TO THE LEFT. THE MAIN ROTOR BLADES CONTACTED THE GROUND WHICH RESULTED IN DESTRUCTION OF THE HELICOPTER AS THEY CONTINUED TO ROTATE. THE CAUSE OF THE ENG FAILURE WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 2235

7/16/85

CRANE, TX

A/C Reg. No. N8197J

Time (Lcl) - 0645 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation HOVER

Finding(s)

1. UNDETERMINED

Occurrence #2 ROLL OVER
Phase of Operation OTHER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2261

7/19/85

KILGORE, TX

A/C Reg. No. N761YK

Time (Lcl) - 1045 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 -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA T210M
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
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/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- 100/006 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MENA, AR
Destination
JACKSONVILLE, TX

Airport Proximity
ON AIRSTRIP

Airport Data

KILGORE
Runway Ident - UNK/NR
Runway Lth/Wid - 2800 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 21
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1484
Make/Model- 186
Instrument- 197
Multi-Eng - 342
Last 24 Hrs - 6
Last 30 Days- UNK/NR
Last 90 Days- 225

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS TO FERRY THE ACFT FROM MENA, AR, TO JACKSONVILLE, TX. DURING PRE-FLT HE DISCOVERED THE FUEL GAGES WERE INOP AND A VISUAL CHECK OF THE FUEL QUANTITY WAS MADE. THE PLT ESTIMATED SUFFICIENT FUEL REMAINED IN THE TANKS TO COMPLETE THE 50 MINUTE FLT. EN ROUTE, THE PLT RAN THE RIGHT FUEL TANK DRY, THE ENG QUIT AND HE WAS UNABLE TO RESTART THE ENG USING THE LEFT FUEL TANK. A GEAR UP FORCED LANDING RESULTED DURING WHICH THE ACFT RECEIVED SUBSTANTIALLY DAMAGE TO THE BOTTOM OF THE FUSELAGE.

Brief of Accident (Continued)

File No. - 2261

7/19/85

KILGORE, TX

A/C Reg. No. N761YK

Time (Lc1) - 1045 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. FLUID, FUEL - STARVATION
2. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - INOPERATIVE
3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
4. FUEL TANK SELECTOR POSITION - IMPROPER - 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

Finding(s)

5. 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) 4,5

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2241 7/28/85 ALPINE, TX A/C Reg. No. N7935K Time (Lcl) - 1313 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	2

-----Aircraft Information-----

Make/Model - BEECH 35-B33	Eng Make/Model - CONTINENTAL IO-470-K	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 225 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination ODESSA, TX</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data ALPINE MUNI</p> <p>Runway Ident - 19</p> <p>Runway Lth/Wid - 6000/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 982
SE LAND	Months Since - 3	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 52
		Instrument- 24
		Last 30 Days- UNK/NR
		Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT EXPERIENCED A PARTIAL PWR LOSS WHEN ABOUT 50 FT ABOVE THE RWY, JUST AFTER LIFTOFF. THE ACFT WAS ABOUT 300 FT DOWN THE RWY WITH SOME RWY STILL REMAINING. HE LANDED THE ACFT BUT WAS UNABLE TO STOP UNTIL THE ACFT HAD RUN THROUGH THE PERIMETER FENCE. IT CAME TO A STOP ABOUT 300 FT BEYOND THE END OF THE RWY. THE CAUSE OF THE PARTIAL PWR LOSS WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 2241

7/28/85

ALPINE, TX

A/C Reg. No. N7935K

Time (Lcl) - 1313 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
2. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2280 8/09/85 LUBBOCK, TX A/C Reg. No. N7304T Time (Lcl) - 1450 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Fatal	Injuries		
	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
UNK/NR

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA R182
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3200
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J3C5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 170/015 KTS

Visibility - 8.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LUBBOCK, TX

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

TOWN AND COUNTRY

Runway Ident - 17

Runway Lth/Wid - 3500/ 50

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 64
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 3000	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT MADE A HARD LANDING AT THE TOWN AND COUNTRY ARPT AT LUBBOCK, TX, AND A COLLAPSE OF THE NOSE GEAR RESULTED.

Brief of Accident (Continued)

File No. - 2280

8/09/85

LUBBOCK, TX

A/C Reg. No. N7304T

Time (Lc1) - 1450 MDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. FLARE - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2246 8/10/85 FALFURRIAS, TX A/C Reg. No. N1020D Time (Lc1) - 2230 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	3
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	COLLEGE STATION, TX	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	PORT ISABEL, TX	Runway Ident - N/A
Wind Dir/Speed- 170/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	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 - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 4053
SE LAND, ME LAND	Months Since - 6	Make/Model- 65
	Aircraft Type - UNK/NR	Instrument- 325
		Multi-Eng - 2331
		Last 24 Hrs - 8
		Last 30 Days- UNK/NR
		Last 90 Days- 97

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT EXPERIENCED IN-FLT DIRECTIONAL GYRO PROBLEMS (EXCESSIVE PRECESSING) WHICH RESULTED IN LARGE DEVIATIONS ON EITHER SIDE OF HIS PLANNING FLT PATH. AFTER REALIZING IT WAS INACCURATE HE CONTINUED USING IT FOR SOME OF HIS HEADING INFO. THE ACFT CONTINUED TO "WANDER" UNTIL FUEL EXHAUSTION OCCURRED. THE ACFT WAS THEN FORCE LANDED ON A SMALL RANCH ROAD DURING THE HOURS OF DARKNESS WITH THE AID OF ITS LANDING LIGHT.

Brief of Accident (Continued)

File No. - 2246

8/10/85

FALFURRIAS, TX

A/C Reg. No. N1020D

Time (Lc1) - 2230 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FLIGHT/NAV INSTRUMENTS, DIRECTIONAL GYRO - FAILURE, TOTAL
3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. LIGHT CONDITION - DARK NIGHT

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - NONE SUITABLE
8. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2,3,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2283 8/17/85 PATTONVILLE, TX A/C Reg. No. N190M Time (Lcl) - 0945 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	- FERRY	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	- 14 CFR 91	Fire	Crew 0	0	2	0
Accident Occurred During	- DESCENT	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- DOUGLAS TB-26B	Eng Make/Model	- P&W R2800	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 32000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 6	Rated Power	- UNK/NR		

-----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- 180/005 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>PARIS, TX</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>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>ATP, CFI</p> <p>SE LAND, ME LAND, SE SEA</p> <p>GLIDER</p>	<p>Age - 37</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 9485</p> <p>Make/Model- 6</p> <p>Instrument- 1050</p> <p>Multi-Eng - 2500</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 70</p> <p>Rotorcraft - 35</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HAD NOT FLOWN FOR TWO YEARS AND WAS BEING CHECKED OUT FOR A FERRY FLT TO THE U.S. AIR FORCE AIR MUSEUM IN FARGO, ND. DURING INITIAL CLIMB FROM COX FIELD AT PARIS, TX, THE LEFT ENG LOST TOTAL PWR AND THE RIGHT ENG LOST PARTIAL PWR. AN OFF ARPT FORCED LANDING WAS ATTEMPTED, HOWEVER, THE ACFT IMPACTED THE TERRAIN AND TREES. THE REASON FOR THE PWR LOSS WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 2283

8/17/85

PATTONVILLE, TX

A/C Reg. No. N190M

Time (Lc1) - 0945 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 DESCENT - EMERGENCY

Finding(s)
2. OBJECT - TREE(S)
3. AIRPORT FACILITIES - NONE SUITABLE

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2282 8/24/85 SAN ANGELO, TX A/C Reg. No. N8045J Time (Lcl) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

0

-----Aircraft Information-----

Make/Model - PIPER AEROSTAR 601P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6000
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-S1AS
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 290 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 - 180/005 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 11500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAN ANGELO, TX
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 45
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1386
Make/Model - 35
Instrument - 357
Multi-Eng - 64
Last 24 Hrs - 0
Last 30 Days - UNK/NR
Last 90 Days - 108

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD RECENTLY PURCHASED THE ACFT AND RECEIVED 25 HRS DUAL INSTRUCTION TO COMPLY WITH HIS INSURANCE REQUIREMENTS. SHORTLY THEREAFTER HE WENT OUT SOLO TO PRACTICE STEEP TURNS. HE CLIMBED TO 12,500 FT AND LEVELED OFF. HE THEN ROLLED INTO A 60 DEG LEFT BANK AT 200 KTS AIRSPEED BY APPLYING LEFT AILERON AND BACK PRESSURE. HE THEN APPLIED MODERATE LEFT RUDDER. AT THIS TIME THE NOSE CAME UP, THE RIGHT WING CAME OVER THE TOP, THE NOSE TUCKED DOWN AND THE ACFT ENTERED A STEEP NOSE DOWN SPIN. IN HIS ATTEMPT TO STOP THE SPIN THE PLT SHUT DOWN BOTH ENGS. HE GOT THE SPIN STOPPED AFTER 15 TO 20 TURNS. HE STARTED PULLING THE NOSE UP AND THE STALL BUFFET WAS FELT. ALT WAS 500 FT AGL AT THIS TIME AND HE WAS UNABLE TO RESTART THE ENG. HE THEN MADE A GEAR UP LANDING IN A PASTURE WHICH RESULTED IN DESTRUCTION OF THE ACFT.

Brief of Accident (Continued)

File No. - 2282

8/24/85

SAN ANGELO, TX

A/C Reg. No. N8045J

Time (Lcl) - 1700 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
6. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,6

Factor(s) relating to this accident is/are finding(s) 2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2285 8/25/85 LEAGUE CITY, TX A/C Reg. No. N6393T Time (Lc1) - 0825 CDT

-----Basic Information-----

Type Operating Certificate	NONE (GENERAL AVIATION)	Aircraft Damage					
		DESTROYED		Fatal	Injuries		
Type of Operation	-BUSINESS	Fire	Crew	0	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model	- CESSNA 305A	Eng Make/Model	- CONTINENTAL O-470-11	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2100	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 230 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	LEAGUE CITY, TX			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		HOUSTON GULF	
Wind Dir/Speed	- 300/004 KTS	ATC/Airspace		Runway Ident	- UNK/NR
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- 10000 FT SCATTERED	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 - 42	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 2855	Last 24 Hrs - 1
SE LAND	Months Since - 17	Make/Model - UNK/NR	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 206	Last 90 Days - 52
		Multi-Eng - 389	Rotorcraft - 297

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT, WHILE SETTING UP FOR AN AERIAL BANNER TOW PICK UP, FAILED TO PROPERLY DIVIDE HIS ATTENTION BETWEEN HIS FLT DUTIES AND OBSERVING ANOTHER ACFT WHICH WAS ALSO IN THE TRAFFIC PATTERN. HE ALLOWED THE ACFT TO STALL WITHOUT SUFFICIENT ALT TO RECOVER BEFORE GROUND IMPACT OCCURRED.

Brief of Accident (Continued)

File No. - 2285

8/25/85

LEAGUE CITY, TX

A/C Reg. No. N6393T

Time (Lc1) - 0825 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
 3. STALL
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2249 8/30/85 ROSHARON, TX A/C Reg. No. N4012P Time (Lcl) - 1730 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL				
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Injuries Serious	Minor
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	1
Accident Occurred During -MANEUVERING			0	0	0
					None

-----Aircraft Information-----

Make/Model - ROCKWELL S2R-600	Eng Make/Model - P&W PT6-A-AG	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6000	Engine Type - TURBOPROP	
No. of Seats - 1	Rated Power - 680 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	UNK/NR
Method - N/A	ROSHARON, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ROSHARON, TX	
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	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 - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5300
SE LAND	Months Since - 19	Last 24 Hrs - 3
	Aircraft Type - C-182	Make/Model- 600
		Instrument- 53
		Last 30 Days- 15
		Last 90 Days- 70

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THE ACFT CONTACTED THE GROUND AFTER THE LEFT BOOM CAUGHT WEEDS DURING A SPRAY RUN.

Brief of Accident (Continued)

File No. - 2249

8/30/85

ROSHARON, TX

A/C Reg. No. N4012P

Time (Lcl) - 1730 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2263 9/14/85 KERRVILLE, TX A/C Reg. No. N5MF Time (Lcl) - 1600 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
1

-----Aircraft Information-----

Make/Model - HOMEBUILT TIGER BIRD
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - LYCOMING IO-540-C4B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 090/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 4000 FT THIN BKN
Lowest Ceiling - 4000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ALVIN, TX
Destination
KERRVILLE, TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRSTRIP

Airport Data

YO RANCH
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRAVEL
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 51
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 3000 Last 24 Hrs - UNK/NR
Make/Model- 743 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER ON LANDING FOLLOWING A LOSS OF DIRECTIONAL CONTROL. THE PLT REPORTED TOUCHDOWN WAS MADE ON THE FIRST 100 FT OF THE RWY AND AS THE ACFT SLOWED TO APRX 10 MPH DIRECTIONAL CONTROL WAS LOST. THE ACFT TRAVELED OFF THE LEFT SIDE OF THE AIRSTRIP AND DOWN A 5 FT, 45 DEG BANK WHERE IT NOSED OVER. THE PLT ATTRIBUTED THE ACCIDENT TO THE X-WIND, GRAVEL AIRSTRIP AND POOR JUDGEMENT.

Brief of Accident (Continued)

File No. - 2263

9/14/85 . KERRVILLE, TX

A/C Reg. No. N5MF

Time (Lcl) - 1600 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DOWNHILL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2284 9/14/85 MIDLAND, TX A/C Reg. No. N91460 Time (Lcl) - 1730 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Crew Pass	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - RYAN NAVION	Eng Make/Model - CONTINENTAL E185	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3233	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 5	Rated Power - 185 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MIDLAND, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	LOCAL	SKY RANCH
Wind Dir/Speed- 090/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 500 FT	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 500 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1500
SE LAND	Months Since - 5	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT EXPERIENCED ENG FAILURE DURING CLIMBOUT FROM SKY RANCH ARPT AT MIDLAND, TX. HE THEN TURNED INTO THE WIND AND MADE A FORCED LANDING IN A PASTURE. SUBSEQUENT INVESTIGATION REVEALED A CONNECTING ROD HAD BROKEN, HOWEVER, THE CAUSE OF THE ROD FAILURE WAS UNDETERMINED. THE PLT HAD ALREADY RETRACTED THE LANDING GEAR AND MADE AN INTENTIONAL GEAR UP LANDING ONTO WET TERRAIN.

Brief of Accident (Continued)

File No. - 2284

9/14/85

MIDLAND, TX

A/C Reg. No. N91460

Time (Lc1) - 1730 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2362 9/26/85 ENNIS, TX

A/C Reg. No. N2637V

Time (Lcl) - 2100 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew
Pass

Fatal
0
0

Injuries

Serious

0
0

Minor

0
0

None

1
0

-----Aircraft Information-----

Make/Model - 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 - 360/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

ENNIS MUNI.
Runway Ident - 33
Runway Lth/Wid - 3200/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 28
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 93 Last 24 Hrs - 1
Make/Model- 20 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 93

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT COULD NOT LOWER THE LANDING GEAR THROUGH USE OF THE NORMAL GEAR EXTENSION SYSTEM. HE WAS ABLE TO PARTIALLY LOWER IT THROUGH THE USE OF THE EMERGENCY EXTENSION SYSTEM. NEXT HE MADE AN EMERGENCY LANDING AT THE DEPARTURE AIRPORT DURING THE HOURS OF DARKNESS. THE NOSE GEAR REMAINED DOWN BUT UNLOCKED WHILE THE MAIN GEARS FOLDED BACK INTO THEIR WHEEL WELLS. THE AIRCRAFT VEERED OFF THE RUNWAY AND THE RIGHT SIDE OF ITS HORIZONTAL STABILATOR STRUCK A SHORT WOOD POST AND BROUGHT THE AIRCRAFT TO A STOP. INVESTIGATION REVEALED THAT THE HYDRAULIC FLUID SUPPLY HAD BEEN DEPLETED THROUGH A FATIGUE CRACKED ALUMINUM PRESSURE LINE, THUS CAUSING THE HYDRAULICALLY OPERATED LANDING GEAR SYSTEM TO BE INOPERATIVE BY USE OF ITS NORMAL OR EMERGENCY EXTENSION SYSTEMS.

Brief of Accident (Continued)

File No. - 2362

9/26/85

ENNIS, TX

A/C Reg. No. N2637V

Time (Lc1) - 2100 CDT

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, MAIN GEAR - UNLOCKED
2. HYDRAULIC SYSTEM, PUMP - PRESSURE TOO LOW
3. HYDRAULIC SYSTEM, LINE - CRACKED
4. FLUID, HYDRAULIC - DUMPED
5. HYDRAULIC SYSTEM, LINE - FAILURE, PARTIAL
6. HYDRAULIC SYSTEM, LINE - FATIGUE
7. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
8. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

9. OBJECT - UTILITY POLE
10. LIGHT CONDITION - DARK NIGHT

-----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) 7,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2239 10/25/85 FLUVANNA, TX A/C Reg. No. N3671E Time (Lc1) - 1800 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER PA-36-300	Eng Make/Model - LYCOMING IO-540-KIG5	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FLUVANNA, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - THIN BKN	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3569
SE LAND, ME LAND	Months Since - 16	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 500
		Instrument- 72
		Last 30 Days- UNK/NR
		Last 90 Days- 155
		Multi-Eng - 137

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CONTACTED A CATTLE GUARD DURING AN ATTEMPTED TAKEOFF FOR AN AERIAL APPLICATION FLT. THE PLT REPORTED THE ACFT WAS OVERLOADED FOR THE LENGTH OF RWY BEING USED FOR THE TAKEOFF. HE CONTINUED TO REPORT HE WAS TOO LATE IN DUMPING THE CHEMICAL LOAD. THE PLT REPORTED THAT BECAUSE OF SEVERAL PROBLEMS ENCOUNTERED DURING THE DAY, STRESS WAS A MAJOR FACTOR IN THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2239

10/25/85

FLUVANNA, TX

A/C Reg. No. N3671E

Time (Lc1) - 1800 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PRESSURE - PILOT IN COMMAND
 3. PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND
 4. PROPER CLIMB RATE - NOT OBTAINED - PILOT IN COMMAND
 5. LOAD JETTISON - DELAYED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2231 10/31/85 TERRELL, TX A/C Reg. No. N6393P Time (Lcl) - 1300 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-A1C5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 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
DALLAS, TX
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

TERRELL
Runway Ident - 36
Runway Lth/Wid - 3000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 39
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 315
Last 24 Hrs - 1
Make/Model- 23
Last 30 Days- 1
Instrument- 13
Last 90 Days- 22
Multi-Eng - 6

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT TRAVELED THROUGH A BARBED WIRE FENCE DURING A FORCED LANDING SHORT OF RWY 35 AT TERRELL ARPT. WHEN APRX 1 MILE FROM THE ARPT, THE ENG QUIT. THE PLT WAS UNABLE TO MOVE THE FUEL SELECTOR, HOWEVER, BY APPLYING A FULL RICH MIXTURE AND TURNING ON THE BOOST PUMP, THE PLT WAS ABLE TO REGAIN ENG PWR. AS THE TURN ONTO FINAL APCH WAS MADE THE ENG QUIT AGAIN. THE ACFT TOUCHED DOWN 700 FT SHORT OF THE RWY. THE FUEL SELECTOR WAS DISMANTLED AFTER THE ACCIDENT AND REWORKED IN ACCORDANCE WITH PIPER SERVICE BULLETIN NO. 354B.

Brief of Accident (Continued)

File No. - 2231

10/31/85

TERRELL, TX

A/C Reg. No. N6393P

Time (Lc1) - 1300 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL SYSTEM, SELECTOR VALVE - LEAK
 3. MAINTENANCE - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - FENCE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2232 10/31/85 YANTIS, TX A/C Reg. No. N9348W Time (Lcl) - 1230 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - FERRY	Fire	0	0	1	0
Flight Conducted Under -14 CFR 91	Pass	0	0	0	0
Accident Occurred During -LANDING	NONE				

-----Aircraft Information-----

Make/Model - PIPER PA-28-235	Eng Make/Model - LYCOMING O-540-B4B5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	AUSTIN, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	PHILLIPSBURG, OH	Runway Ident - N/A
Wind Dir/Speed- 350/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 771
SE LAND	Months Since - 17	Make/Model- 560
	Aircraft Type - PA-28	Instrument- 236
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 69

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CONTACTED A TREE AND A LARGE BALE OF HAY DURING A FORCED LANDING FOLLOWING A LOSS OF PWR. POST ACCIDENT INSPECTION DISCLOSED 18 GALLONS OF FUEL REMAINED IN THE LEFT MAIN TANK AND 3 GALLONS REMAINED IN THE LEFT WING TIP TANK. BOTH RIGHT WING FUEL TANKS WERE RUPTURED. A VERY SMALL AMOUNT OF FUEL WAS FOUND IN THE FUEL LINES AND THE FUEL STRAINER BOWL AT THE BOTTOM OF THE FUEL SELECTOR VALVE WAS EMPTY. EXAMINATION OF THE FUEL SELECTOR REVEALED THE VALVE SEAT TO THE RIGHT TIP TANK WAS COATED WITH DIRT AND DEBRIS PREVENTING THE VALVE FORM SEATING. THIS WOULD ALLOW THE ENG DRIVEN FUEL PUMP TO DRAW AIR WHEN THE RIGHT TIP TANK WAS EMPTIED.

Brief of Accident (Continued)

File No. - 2232

10/31/85

YANTIS, TX

A/C Reg. No. N9348W

Time (Lc1) - 1230 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL SYSTEM, SELECTOR VALVE - DIRTY(FOGGY)
 3. FUEL SYSTEM, SELECTOR VALVE - MOVEMENT RESTRICTED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2230 11/08/85 GLADEWATER, TX A/C Reg. No. N201QW Time (Lcl) - 1000 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
	0	0	1	0
	0	0	0	0

-----Aircraft Information-----

Make/Model - MOONEY MK20J
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2740
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B6D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 120/010 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
GLADEWATER, TX
Destination
TEMPLE, TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - PRECAUTIONARY LANDING

Airport Proximity
ON AIRPORT

Airport Data

GLADEWATER MUNICIPAL
Runway Ident - 13
Runway Lth/Wid - 3300/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND

Age - 67

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - MK20J

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 8535	Last 24 Hrs	- UNK/NR
Make/Model-	217	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF THE HEADSET WIRING BECAME TANGLED IN THE EMERGENCY GEAR EXTENSION HANDLE WHICH HAD BEEN ACCIDENTLY ACTIVATED. THEN THE NORMAL GEAR HANDLE WAS PUT IN THE UP POSITION, THE EMERGENCY GEAR CRANK ROTATED PULLING ON THE HEADSET AND THE EMERGENCY GEAR HANDLE BEAT ON THE PILOT'S LEFT LEG. THE STARTLED PLT REDUCED PWR AND EXECUTED A PRECAUTIONARY LANDING SHORT OF THE RWY WITH THE GEAR IN TRANSIT.

Brief of Accident (Continued)

File No. - 2230

11/08/85

GLADEWATER, TX

A/C Reg. No. N201QW

Time (Lcl) - 1000 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, EMERGENCY EXTENSION ASSEMBLY - ENGAGED
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, ANXIETY/APPREHENSION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2240 11/17/85 LUBBOCK, TX A/C Reg. No. N4715 Time (Lcl) - 1347 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - LAGATORE THORP T-18	Eng Make/Model - LYCOMING O-290-D2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1560	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 140 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LEVELLAND, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 170/016 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 - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 669
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 5
		Last 30 Days- 9
		Instrument- 13
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED THE TERRAIN IN A 75 TO 85 DEG NOSE DOWN ATTITUDE FOLLOWING A LOSS OF CONTROL. THE PLT WAS REPORTEDLY CIRCLING A FRIEND'S HOUSE AT AN ALT OF 800 TO 1000 FT AGL WHEN THE ACFT STALLED, ENTERED A SPIN AND DESCENDED TO GROUND IMPACT.

Brief of Accident (Continued)

File No. - 2240

11/17/85

LUBBOCK, TX

A/C Reg. No. N4715

Time (Lc1) - 1347 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. ALTITUDE - INADEQUATE - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL/SPIN
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2229 12/08/85 FRISCO, TX

A/C Reg. No. N4731H

Time (Lcl) - 1730 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries				
Fatal	Serious	Minor	None	
0	0	0	0	
0	0	0	0	

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
UNK/NR

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 152II
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 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- 110/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
WICHITA FALLS, TX
Destination
MCKINNEY, TX

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 46
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total	55	Last 24 Hrs	4
Make/Model-	4	Last 30 Days-	UNK/NR
Instrument-	1	Last 90 Days-	27

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT STATED THAT HE DEPARTED MCKINNEY MUNICIPAL ARPT AT APRX 1030 LCL EN ROUTE TO WICHITA FALLS, TX. HE SAID HE BECAME DISORIENTED WHILE EN ROUTE, BUT LANDED AT WICHITA FALLS AT APRX 1220 LCL. THE PLT DID NOT REFUEL THE ACFT. HE THEN DEPARTED WICHITA FALLS AT APRX 1240 LCL FOR THE RETURN FLT TO MCKINNEY. THE PLT BECAME DISORIENTED DURING THE FLT. FUEL EXHAUSTION OCCURRED AND THE PLT ELECTED TO LAND IN A FLD NEAR ALVORD, TX. HE AND A FARMER WENT TO DECATUR MUNICIPAL ARPT, BOUGHT 10 GALLONS OF FUEL AND FUELED THE ACFT. THE PLT TOOK OFF FROM THE FLD WITH THE INTENTION OF FLYING TO DECATUR MUNICIPAL TO TOP OFF THE TANKS. HE BECAME DISORIENTED ONCE AGAIN ON THE WAY TO DECATUR AND CONTACTED ADDISON TOWER FOR ASSISTANCE. WHILE BEING VECTORED, FUEL EXHAUSTION OCCURRED ONCE AGAIN. THE ACFT NOSED OVER IN A FIELD DURING THE FORCED LANDING.

Brief of Accident (Continued)

File No. - 2229

12/08/85

FRISCO, TX

A/C Reg. No. N4731H

Time (Lc1) - 1730 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. REFUELING - INADEQUATE - PILOT IN COMMAND
3. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2356 12/14/85. DONNA, TX

A/C Reg. No. N2900J

Time (Lcl) - 1130 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model: - CONT MOTOR O-200A
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 - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 360/009 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MCALLEN, TX
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND, ME LAND

Age - 26
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - 172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 22143
Make/Model- 340
Instrument- 179
Multi-Eng - 225
Last 24 Hrs - 20
Last 30 Days- 68
Last 90 Days- 128

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS DAMAGED DURING A FORCED LANDING AFTER A LOSS OF POWER. THE CFI SAID THAT GROUND REFERENCE MANEUVERS WERE BEING DEMONSTRATED TO A STUDENT PLT AT 900 FT AGL AND THE ENGINE SPUTTERED. THE CFI SAID THAT HE APPLIED CARBURETOR HEAT AND THE ENG QUIT. THE ACFT NOSED OVER DURING LANDING ROLL.

Brief of Accident (Continued)

File No. - 2356

12/14/85

DONNA, TX

A/C Reg. No. N2900J

Time (Lcl) - 1130 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2364 12/15/85 BEEVILLE, TX A/C Reg. No. N22OWA Time (Lcl) - 1452 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - ADAMS WILLIAM C QUICKIE Q1	Eng Make/Model - ONAN B-48M-GA-018	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 520	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 23 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	UNK	BEEVILLE MUNICIPAL
Wind Dir/Speed- 009/003 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 2300 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - UNK/NR	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 221
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 92
		Instrument- 0
		Last 30 Days- 12
		Last 90 Days- 47

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED DURING A FORCED LNDG AFTER A POWER LOSS AT 200 FT AGL DURING TAKEOFF. THE ACFT CRASHED ON THE ARPT IN A RUN-UP AREA ADJACENT TO THE RWY. THE ONLY DISCREPANCY NOTED DURING POST ACC EXAM WAS A VERY WEAK SPARK PRODUCED BY THE BATTERY COIL IGNITION SYSTEM. 17 MOS HAD ELAPSED SINCE THE ACFT HAD AN ANNUAL INSPECTION

Brief of Accident (Continued)

File No. - 2364

12/15/85

BEEVILLE, TX

A/C Reg. No. N220WA

Time (Lc1) - 1452 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. IGNITION SYSTEM, IGNITION COIL - INADEQUATE
 2. MAINTENANCE, ANNUAL INSPECTION - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2228 12/20/85 HURST, TX A/C Reg. No. N1069Q Time (Lcl) - 1500 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
2
0

-----Aircraft Information-----

Make/Model - BELL BH206L-1
Landing Gear - SKID
Max Gross Wt - 4000
No. of Seats - 5

Eng Make/Model - ALLISON 250-C23
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 317 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 030/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 25000 FT THIN OVC
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

FULL STOP
SIMULATED FORCED LAN

Airport Proximity
ON AIRSTRIP

Airport Data

EAST BELL PRACTICE
Runway Ident - 35
Runway Lth/Wid - 2000/ 75
Runway Surface - MACADAM
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI

HELICOPTER

Age - 38

Biennial Flight Review.

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 9683

Make/Model- 6556

Instrument- 86

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 120

Instrument Rating(s) - NONE

-----Narrative-----

THE INSTRUCTOR PLT WAS DEMONSTRATING AN AUTOROTATION FROM THE "TOP OF THE HEIGHT-VELOCITY" CURVE. THE CFI ZEROED THE AIRSPEED AND ENTERED THE AUTOROTATION AT AN ALT OF APRX 400 FT AGL. THE ACFT TOUCHED DOWN HARD, SPREADING THE SKIDS, SEVERING THE TAIL BOOM AND DAMAGING THE ROTOR BLADES.

Brief of Accident (Continued)

File No. - 2228

12/20/85

HURST, TX

A/C Reg. No. N1069Q

Time (Lc1) - 1500 CST

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
 2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND(CFI)
-

-----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. - 2226 12/21/85 PFLUGERVILLE, TX A/C Reg. No. N8358C Time (Lcl) - 1430 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-INSTRUCTIONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Crew	0	0	0	1
Accident Occurred During	-HOVER	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model	- ROBINSON R-22HP	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	- 124 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - ACFT RADIO</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 220/005 KTS</p> <p>Visibility - 8.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity 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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SIMULATED FORCED LAN

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 254
	Months Since - N/A	Last 24 Hrs - 0
GLIDER	Aircraft Type - N/A	Make/Model- 27
		Last 30 Days- 10
		Instrument- 1
		Last 90 Days- 59
		Multi-Eng - 19
		Rotorcraft - 27

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER ROLLED OVER WHEN THE RIGHT SKID CONTACTED THE GROUND DURING A HOVER. THE PLT STATED HE HAD LANDED TO AND OPENED THE DOOR TO CHECK THE SKID POSITION. AFTER TAKEOFF WHILE IN A HOVER AT 2 FT AGL, THE DOOR POPPED OPEN. THE RIGHT SKID CONTACTED THE GROUND AS THE PLT ATTEMPTED TO CLOSE THE DOOR.

Brief of Accident (Continued)

File No. - 2226

12/21/85

,PFLUGERVILLE,TX

A/C Reg. No. N8358C

Time (Lcl) - 1430 CST

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation HOVER

Finding(s)

1. DOOR, EXTERIOR CREW - OPEN
 2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
-

Occurrence #2 ROLL OVER
Phase of Operation HOVER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2233 12/23/85 SONORA, TX A/C Reg. No. N9074U Time (Lcl) - 1645 CST

-----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	Serious	Minor	None
	0	1	0	0
	0	0	0	0

-----Aircraft Information-----

Make/Model - ROBINSON R22 HT
Landing Gear - SKID
Max Gross Wt - 1370
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-B2C
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- 240/002 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

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

SIMULATED FORCED LAN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND
HELICOPTER

Age - 31

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 182	Last 24 Hrs	- 0
Make/Model-	158	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	182
		Rotorcraft	- 182

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER CONTACTED THE TERRAIN IN AN UNCONTROLLED DESCENT AFTER COLLIDING WITH POWER LINES DURING A CLIMBING TURN TO THE WEST. THE PLT REPORTED HE COULD NOT SEE THE POWER LINES BECAUSE OF GLARE FROM THE SETTING SUN.

Brief of Accident (Continued)

File No. - 2233

12/23/85

SONORA, TX

A/C Reg. No. N9074U

Time (Lc1) - 1645 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CLIMB

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. WEATHER CONDITION - SUNGLARE
3. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB

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) 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. - 2225

12/26/85

SAN ANTONIO, TX

A/C Reg. No. N7025V

Time (Lcl) - 1408 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
Pass	0	0	3	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - MOONEY M20C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2575
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1D
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- 220/006 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 2500 FT THIN OVC
Lowest Ceiling - 2500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ROANOKE, TX
Destination
PLEASANTON, TX

Airport Proximity
ON AIRPORT

Airport Data

STINSON MUNICIPAL
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR ON TOP
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 62

Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - AA5B

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total	3065	Last 24 Hrs - 2
Make/Model-	455	Last 30 Days- UNK/NR
Instrument-	81	Last 90 Days- 34
Multi-Eng -	398	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS DESTROYED DURING A FORCED LANDING. WHILE EN ROUTE OVER THE SAN ANTONIO AREA THE PLT NOTICED A FEW DROPS OF WHAT HE BELIEVED TO BE PRECIPITATION ON THE WINDSHIELD. SHORTLY THEREAFTER, IT WAS DETERMINED THE DROPS ON THE WINDSHIELD WERE OIL. THE QUANTITY OF OIL INCREASED TO A POINT WHERE THE WINDSHIELD WAS COVERED. THE PLT OPENED THE LEFT COCKPIT WINDOW TO GAIN VISIBILITY AND A LANDING WAS ATTEMPTED ON RWY 27 AT STINSON MUNICIPAL. THE ACFT TOUCHED DOWN LONG WITH THE LEFT WING CONTACTING THE RWY. THE TOWER ADVISED THE PLT TO GO AROUND. THE PLT ADDED FULL PWR, MADE A LEFT CIRCLING TURN AND THE ACFT CONTACTED THE RWY AT THE INTERSECTION OF 27 AND 32. THE PLT STATED THAT DURING THE GO AROUND OIL PRESSURE WAS NOTED AS ZERO. POST ACCIDENT INSPECTION DISCLOSED A CRACKED BRASS PLATED FITTING ON THE PROP GOVERNOR OIL LINE AT THE FRONT RIGHT SIDE OF THE ENG. THE FITTING WAS CRACKED THROUGH 3/4 OF ITS CIRCUMFERENCE. THE MANUFACTURERS PART IS ALUMINUM AND NOT BRASS PLATED.

Brief of Accident (Continued)

File No. - 2225

12/26/85

SAN ANTONIO, TX

A/C Reg. No. N7025V

Time (Lc1) - 1408 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. LUBRICATING SYSTEM - CRACKED
2. MAINTENANCE, INSTALLATION - SELECTED - OTHER MAINTENANCE PSNL
3. FLUID, OIL - LEAK
4. WINDOW, CABIN - FOREIGN OBJECT

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,6

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2303 9/02/85 OGDEN,UT A/C Reg. No. N75015 Time (Lcl) - 1256 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	3	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-34-200T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4950
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-360-E
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OGDEN,UT
Destination
CASPER,WY

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

OGDEN MUNICIPAL
Runway Ident - 03
Runway Lth/Wid - 8250/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 54
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - PA-34

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 427	Last 24 Hrs	- UNK/NR
Make/Model-	193	Last 30 Days-	18
Instrument-	89	Last 90 Days-	48
Multi-Eng -	193	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT AND HIS PARTY WERE EN ROUTE FROM MINDEN, NV TO CASPER, WY AND HAD STOPPED AT OGDEN, UT TO REFUEL. THE PLT OBTAINED AN UPDATED WX BRIEFING FR FSS AND FIELD AN IFR FLT PLAN. AFTER TAKEOFF THE PLT WAS TOLD TO CLIMB IN THE HOLDING PATTERN TO 13000 FT. SHORTLY THEREAFTER THE PLT WAS INSTRUCTED TO JOIN V-6 AND RESUME HIS OWN NAVIGATION. THE PLT REPLIED HE WAS IN A SPIRAL. WITNESSES SAW THE ACFT DESCENDING IN A NEAR-VERTICAL ATTITUDE AND SAID A THUNDERSTORM HAD JUST PAST OVERHEAD WITH HEAVY RAIN. THE ACFT IMPACTED THE GROUND IN A FLAT ATTITUDE. ONE OF THE PLT'S FORMER CFI AND A FAA DESIGNATED EXAMINER SAID THE PLT SHOULD NEVER HAVE BEEN INSTRUMENT RATED. THE EXAMINER RESTRICTED THE PLT'S MULTIENGINE RATING TO "VFR ONLY." THE RESTRICTION WAS REMOVED SHORTLY THEREAFTER BY A FAA INSPECTOR.

Brief of Accident (Continued)

File No. - 2303

9/02/85

OGDEN,UT

A/C Reg. No. N75015

Time (Lcl) - 1256 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
2. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
3. WEATHER CONDITION - THUNDERSTORM
4. WEATHER CONDITION - RAIN

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB - TO CRUISE

Finding(s)

5. SPIRAL - INADVERTENT - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND
7. INSUFFICIENT STANDARDS/REQUIREMENTS, AIRMAN - FAA(ORGANIZATION)
8. IMPROPER USE OF PROCEDURE, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

9. TERRAIN CONDITION - OPEN FIELD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,6,7,8

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. - 2398 11/01/85 VERNAL,UT A/C Reg. No. N400AH Time (Lc1) - 1630 MST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-CALVIN D. HUNT	SUBSTANTIAL					
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	Serious	Minor	None
Accident Occurred During	-LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model	- HILLER UH-12E	Eng Make/Model	- LYCOMING TIVO-540-A2A	ELT Installed/Activated	- YES/YES
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1845	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 3	Rated Power	- 315 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	UNK/NR	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	VERNAL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 46 0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 20000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
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 - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE,COMMERCIAL	Current - YES	Total - 4641
SE LAND	Months Since - 6	Make/Model- 4260
HELICOPTER	Aircraft Type - 12-E	Instrument- 20
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 30
		Rotorcraft - 4260

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE HAD JUST DEPARTED A SITE LOCATED ON TOP OF A MOUNTAIN, WHICH IS APPROXIMATELY 12,200 FT MSL. THE PILOT SAID 30 SECONDS LATER, THE HELICOPTER LOST PARTIAL POWER, REQUIRING HIM TO MAKE A FORCE LANDING. THE INSPECTION OF THE TURBOCHARGER REVEALED THE COMPRESSOR IMPELLER RETAINING NUT HAD BACKED OFF, ALLOWING THE COMPRESSOR IMPELLER TO CONTACT THE COMPRESSOR SHROUD AND LEADING TO THE SEIZURE OF THE IMPELLER. THIS RESULTED IN THE FAILURE OF THE TURBOCHARGER.

Brief of Accident (Continued)

File No. - 2398

11/01/85

VERNAL,UT

A/C Reg. No. N400AH

Time (Lc1) - 1630 MST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. EXHAUST SYSTEM,TURBOCHARGER - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation CRUISE

Finding(s)

2. TERRAIN CONDITION - MOUNTAINOUS/HILLY

Occurrence #3 HARD LANDING
Phase of Operation LANDING

Finding(s)

3. LANDING GEAR,SKID ASSEMBLY - BUCKLED
4. ROTOR SYSTEM,MAIN ROTOR BLADE - BENT
5. ROTOR SYSTEM,TAIL ROTOR BLADE - BENT
6. ROTOR DRIVE SYSTEM,TAIL ROTOR DRIVE SHAFT - SEPARATION

-----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. - 2218 12/22/85 BRIGHAM CITY,UT A/C Reg. No. N64005 Time (Lc1) - 1630 MST

-----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	ON GROUND	Pass	0	1	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320	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 - 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	MALAD,ID	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	OGDEN,UT	Runway Ident - N/A
Wind Dir/Speed- 310/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 1300 FT THIN OVC	Type of Clearance - NONE	Runway Status - SNOW - DRY
Lowest Ceiling - 1300 FT BROKEN	Type Apch/Lndg - NONE	HIGH VEGETATION
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 60
SE LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - C-172	Make/Model- UNK/NR
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED MOUNTAINOUS TERRAIN DURING A DESCENT THROUGH FOG. THE PLT STATED THAT ON THE RETURN FLT FROM MALAD, ID, HE BEGAN FOLLOWING A MOUNTAIN RANGE WHICH HE BELIEVED WOULD TAKE HIM BACK TO OGDEN. HOWEVER, THE RANGE GUIDED HIM SOUTHWEST OF THE DESIRED COURSE. THE PLT THEN BEGAN A DESCENT INTO THE FOG OVER WHAT HE THOUGHT SHOULD HAVE BEEN WILLARD BAY, AN OPEN VALLEY, BUT IN REALITY HE WAS IN THE PROMONTORY MOUNTAINS. AT AN ALT OF APRX 5000 FT MSL THE PASSENGER SAW BRUSH BENEATH THE ACFT AND SHORTLY THEREAFTER IMPACT WITH THE TERRAIN OCCURRED.

Brief of Accident (Continued)

File No. - 2218

12/22/85

BRIGHAM CITY,UT

A/C Reg. No. N64005

Time (Lcl) - 1630 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. WEATHER CONDITION - FOG
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2326 8/20/85 HOLLY GROVE, VA

A/C Reg. No. N69814

Time (Lcl) - 1200 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious

0
0

Minor
0
0

None
1
0

-----Aircraft Information-----

Make/Model - CESSNA 182P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R2
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 - PATWAS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 5.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - 20000 FT BROKEN
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 - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SOUTH ANNA (PRIVATE)
Runway Ident - 04
Runway Lth/Wid - 2000/ 60
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND

Age - 49
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - 150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 2109 Last 24 Hrs - UNK/NR
Make/Model- 103 Last 30 Days- UNK/NR
Instrument- 72 Last 90 Days- 19

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKEOFF, THE ACFT LOST PWR APPROXIMATELY 150 FEET AGL. THE PLT ADDED CARBURETOR HEAT AND TURNED THE ACFT BACK TOWARDS GVM SPRING AIRPORT, GUM SPRING, VIRGINIA, BUT AN EMERGENCY LANDING WAS EXECUTED IN A SHORT PASTURE, APPROXIMATELY 100 YARDS SHORT OF THE RWY. UPON TOUCHDOWN, THE ACFT'S NOSEWHEEL SUNK IN MUD AND THE ACFT FLIPPED OVER, COMING TO REST INVERTED. APPROXIMATELY 10-12 INCHES OF RAIN HAD FALLEN IN GUM SPRING, VIRGINIA DURING THE TWO DAYS PRIOR TO THE ACCIDENT. INVESTIGATION REVEALED AN APPROXIMATE 75 PERCENT WATER CONTENT IN THE TWO CUPS OF FUEL DRAINED AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2326

8/20/85

HOLLY GROVE, VA

A/C Reg. No. N69814

Time (Lcl) - 1200 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - WATER
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2279 12/27/85 SPOKANE,WA A/C Reg. No. N4624N Time (Lcl) - 0249 PST

-----Basic Information-----

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage									
Name of Carrier	-REGIONAL EXPRESS CO.	SUBSTANTIAL		Fatal	0	Serious	0	Minor	0	None	1
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire		Crew	0	0	0	0	1		
Flight Conducted Under	-14 CFR 135	ON GROUND		Pass	0	0	0	0	1		
Accident Occurred During	-LANDING										

-----Aircraft Information-----

Make/Model	- CESSNA 402B	Eng Make/Model	- CONTINENTAL TSIO-520-E	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	SPOKANE,WA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	LEWISTON,ID	SPOKANE INTN'L
Wind Dir/Speed- 180/003 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 1.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 9000/ 150
Lowest Sky/Clouds - 200 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 200 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - WET
Obstructions to Vision- FOG		ICE COVERED
Precipitation - FREEZING DRIZZLE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 16370
SE LAND,ME LAND	Months Since - 2	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 700
		Instrument- 2334
		Last 30 Days- UNK/NR
		Last 90 Days- 160
		Multi-Eng - 14523

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED ENCOUNTERING ICING CONDITIONS DURING HIS APCH TO SPOKANE. UPON ARRIVAL, THE ACFT REMAINED AT SPOKANE FOR 30-40 MINUTES DURING WHICH FREEZING DRIZZLE AND BELOW FREEZING TEMPS EXISTED PRIOR TO AND DURING THE DEPARTURE. THE PLT DID NOT UTILIZE THE MANUALLY OPERATED ALTERNATE AIR SYSTEM ABOARD THE ACFT AND AS A RESULT, COLD, MOIST AIR WAS ENTRAINED INTO THE SUBFREEZING FILTER CHAMBERS. THE GRADUAL BLOCKAGE OF AIR FROM ICE IN THE FILTERS RESULTED IN A LOSS OF PWR ON BOTH ENGS. WITH SUFFICIENT PWR AVAILABLE THE PLT CHOSE TO EXECUTE AN INTENTIONAL FORCED LANDING. THE ACFT STRUCK AN ARPT PERIMETER FENCE DURING THE LANDING AND GROUND SLIDE.

Brief of Accident (Continued)

File No. - 2279

12/27/85

SPOKANE,WA

A/C Reg. No. N4624N

Time (Lc1) - 0249 PST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. INDUCTION AIR CONTROL - BLOCKED(PARTIAL)
 2. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 3. WEATHER CONDITION - ICING CONDITIONS
-

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 - FENCE
 5. WEATHER CONDITION - DARK NIGHT
-

Occurrence #4 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) 1,2,3

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. - 2296 12/29/85 HOQUIAM,WA A/C Reg. No. N40199 Time (Lcl) - 2350 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

Fatal
1
1

Injuries
Serious Minor
0 0
0 0

None
0
0

-----Aircraft Information-----

Make/Model - STINSON 108
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2100
No. of Seats - 4

Eng Make/Model - FRANKLIN 6A4-150-B3
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - IMC
Wind Dir/Speed- 180/003 KTS
Visibility - 1.000 SM
Lowest Sky/Clouds - 100 FT
Lowest Ceiling - 100 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
OCEAN SHORES,WA
Destination
ELMA,WA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

BOWERMAN FIELD
Runway Ident - UNK/NR
Runway Lth/Wid - 4999/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 42

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED TERRAIN 680 FT NORTH OF RWY 06 AT BOWERMAN AIRFIELD. THE ACFT DEPARTED ELMA ARPT, OCEAN SHORES, WA, SOMETIME AROUND 2330 PST, ON 12-29-85. PRIOR TO THE DEPARTURE THE PASSENGER STATED TO PERSONS THEY WERE WAITING FOR THE FOG TO CLEAR FOR DEPARTURE. A WITNESS REPORTED HEARING AN ACFT MAKE AT LEAST TWO ATTEMPTS TO LAND AT ELMO ARPT AROUND 2330 PST. ACCORDING TO THE WITNESS, THE WX WAS IFR WITH DENSE GROUND FOG. WITNESSES IN HOQUIAM AND ABERDEEN REPORTED SEEING THE ACFT HEADING WEST, ABOVE GROUND FOG AROUND 2345 PST. EVIDENCE AT THE ACCIDENT SITE INDICATED THE ENG WAS NOT PRODUCING PWR AT THE TIME OF IMPACT. NO EVIDENCE OF USEABLE FUEL ON BOARD THE ACFT.

Brief of Accident (Continued)

File No. - 2296

12/29/85

HOQUIAM, WA

A/C Reg. No. N40199

Time (Lcl) - 2350 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation OTHER

Finding(s)

1. WEATHER CONDITION - FOG
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
4. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. FLUID, FUEL - EXHAUSTION
6. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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) 2,3,5,6

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2335 7/21/85 BURLINGTON,WI A/C Reg. No. N6139F Time (Lcl) - 1105 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL				
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -LANDING			0	1	0
					None
					0

-----Aircraft Information-----

Make/Model - CESSNA 210H	Eng Make/Model - CONTINENTAL IO-520A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 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	WAUKEGAN,IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DELEVAN,WI	
Wind Dir/Speed- 250/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 35000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 388
SE LAND	Months Since - UNK/NR	Make/Model- 308
	Aircraft Type - UNK/NR	Instrument- 23
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

PILOT ESTIMATED 15 GALS OF FUEL AT PREFLT. AFTER 15 MIN GRD DELAY DUE TO TRAFFIC PILOT TOOKOFF AND CLIMBED TO 2,500'MSL. AFTER CRUISING 22 NMI THE ENGINE QUIT DUE TO FUEL EXHAUSTION. DURING ATTEMPT TO LD IN CORN FIELD PILOT ATTEMPTED TO STRETCH HIS GLIDE AND STALLED AT 20 FT AGL.

Brief of Accident (Continued)

File No. - 2335

7/21/85

BURLINGTON, WI

A/C Reg. No. N6139F

Time (Lc1) - 1105 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL
1. FUEL CONSUMPTION CALCULATIONS - DISREGARDED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - EXCESSIVE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2307 12/28/85 GLIDDEN,WI A/C Reg. No. N8687S Time (Lcl) - 1100 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 150

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1600

No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 100 HP

ELT Installed/Activated - YES-UNK/NR

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 260/017 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

LAKE GENEVA,WI

Destination

ASHLAND,WI

Airport Proximity

UNK/NR

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 52

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 - 43 Last 24 Hrs - 3

Make/Model- 31 Last 30 Days- UNK/NR

Instrument- 2 Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH POWERLINES WHILE ATTEMPTING A POWER OFF LANDING AFTER ENGINE STOPPAGE. THE FUEL TANKS WERE INSPECTED AND THERE WAS NO FUEL IN THE RIGHT TANKS AND ONLY A SMALL QUANTITY IN THE LFT TANK. THE ENGINE WAS TESTED AND FOUND TO FUNCTION PROPERLY. THE FUEL QUANTITY INDICATORS WERE INSPECTED WITH THE WINGS IN A LEVEL POSITION AND THE FUEL TANKS EMPTY. EACH INDICATOR NEELE WAS IN OR BELOW THE EMPTY RED RADIAL. THE PILOT STATED THAT HE HAD CHECKED HIS FUEL GAUGES TEN MILES BEFORE THE ENGINE QUIT. WHEN INTERVIEWED, THE PILOT STATED THAT "IN MY CAR I CAN DRIVE ON EMPTY FOR A WHILE.

Brief of Accident (Continued)

File No. - 2307

12/28/85

GLIDDEN,WI

A/C Reg. No. N8687S

Time (Lc1) - 1100 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
 2. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation CRUISE - NORMAL

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. OBJECT - WIRE,TRANSMISSION
-

-----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. - 2315 9/19/85 NEOLA,WV

A/C Reg. No. N800JH

Time (Lcl) - 0903 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew Fatal
NONE Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 177RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING IO360-A1B6D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - 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
RICHMOND,VA
Destination
CHARLESTON,WV

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - MACADAM
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 43
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 386 Last 24 Hrs - 2
Make/Model- 259 Last 30 Days- UNK/NR
Instrument- 95 Last 90 Days- 87

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE LEVELING AT CRUISE ALTITUDE THE ENGINE LOST POWER AND THE PILOT ATTEMPTED A FORCED LANDING IN A FIELD. DURING LANDING ROLL THE AIRCRAFT COLLIDED WITH SMALL TREES AT THE END OF THE FIELD. POST-CRASH EXAMINATION OF THE ENGINE DISCLOSED A 3 INCH CRACK IN THE CRANKCASE UNDER THE NUMBER 1 CYLINDER.

Brief of Accident (Continued)

File No. - 2315

9/19/85

NEOLA, WV

A/C Reg. No. N800JH

Time (Lc1) - 0903 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, CRANKCASE - CRACKED
 2. FLUID, OIL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

3. OBJECT - 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. - 2207 9/25/85 HUNTINGTON, WV A/C Reg. No. N25Q Time (Lcl) - 0537 EDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-TRANSTAR AVIATION, INC.	DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	1	0	0	0
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0	0	0	0
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model	- BEECH D18S	Eng Make/Model	- P&W R-985-14B	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 10100	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 450 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	INDIANAPOLIS, IN			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- IMC	SAME AS ACC/INC		TRI STATE WALKER LONG FLD	
Wind Dir/Speed	- 020/004 KTS	ATC/Airspace		Runway Ident	- 12
Visibility	- .060 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 6509/ 150
Lowest Sky/Clouds	- PART OBS	Type of Clearance	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	-	Type Apch/Lndg	- ILS-COMPLETE	Runway Status	- WET
Obstructions to Vision	- FOG				
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 3900	Last 24 Hrs - 3
SE LAND, ME LAND	Months Since - 1	Make/Model - 20	Last 30 Days - 17
	Aircraft Type - D-18S	Instrument - 490	Last 90 Days - 44
		Multi-Eng - 2800	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CONTACTED THE TERRAIN WITH THE LEFT WING TIP, CARTWHEELED AND CAME TO REST INVERTED DURING AN ILS RWY 12 APCH AT HUNTINGTON (HTS). MINIMUM APCH VISIBILITY FOR THE ILS IS 3/4 OF A MILE. WHILE EN ROUTE THE PLT WAS INFORMED THE HTS VISIBILITY WAS 1/8 OF A MILE. A MISSED APCH WAS PERFORMED ON THE FIRST ILS. DURING THE MISSED APCH CLIMB THE TRANSPONDER CODE IN THE ACFT WAS CHANGED TO 7600. RADAR DATA INDICATED THAT AFTER THE 2ND ILS APCH, THE ACFT MADE A CLIMBING LEFT TURN. WHEN APRX 2 MILES SE OF THE ARPT, AT 2100 FT, THE ACFT MADE A SHARP RIGHT TURN. THE RADAR TARGET DISAPPEARED SHORTLY THEREAFTER. THE ACFT CONTACTED THE TERRAIN ON A HEADING OF 260 DEGS BETWEEN RWY 30 AND THE PARALLEL TAXIWAY.

Brief of Accident (Continued)

File No. - 2207

9/25/85

HUNTINGTON, WV

A/C Reg. No. N25Q

Time (Lc1) - 0537 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - CIRCLING(IFR)

Finding(s)

1. WEATHER CONDITION - BELOW APPROACH MINIMUMS
 2. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 4. MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND
 5. AIR/GROUND COMMUNICATIONS - IMPROPER USE OF - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2384 11/03/85 CHARLESTON, WV A/C Reg. No. N787N Time (Lcl) - 1105 EST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-PIEDMONT AVIATION, INC.	NONE						
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire						
Flight Conducted Under	-14 CFR 121	NONE	Crew	0	1	0	7	
Accident Occurred During	-CLIMB		Pass	0	0	1	51	

-----Aircraft Information-----

Make/Model	- BOEING 737	Eng Make/Model	- PRATT&WHITNEY JT-8-9	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 100800	Engine Type	- TURBOJET		
No. of Seats	- 100	Rated Power	- 4500 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	WASHINGTON, DC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CHARLESTON, WV	UNKNOWN
Wind Dir/Speed - 080/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 9.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision - NONE		
Precipitation - RAIN SHOWERS		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 6200
ME LAND	Months Since - 4	Last 24 Hrs - UNK/NR
	Aircraft Type - 737	Make/Model - 1172
		Instrument - 0
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT DEPARTED WASHINGTON AT ABOUT 1040 EN ROUTE TO CHARLESTON, WV UNDER INSTRUMENT FLIGHT RULES. THE FLIGHT PROCEEDED WITHOUT INCIDENT, WITH OCCASIONAL LIGHT TO MODERATE TURBULENCE DURING THE CLIMB. AS THE FLIGHT CLIMBED THROUGH 26,000 FEET THE AIRCRAFT EXPERIENCED SEVERE TURBULENCE. THE SHORT JOLT TOSSED A FLIGHT ATTENDANT TO THE FLOOR, BREAKING HER RIGHT ANKLE. THE FLIGHT ATTENDANTS AND PASSENGERS WERE BRIEFED CONCERNING THE LIGHT TO MODERATE TURBULENCE. THE FASTEN SEATBELT SIGN WAS ON. SEVERE TURBULENCE WAS NOT FORECASTED. THE WEATHER STUDY DISCLOSED THAT SEVERE TURBULENCE WAS PROBABLE AT THE FLIGHT'S ALTITUDE AND TIME.

Brief of Accident (Continued)

File No. - 2384

11/03/85

CHARLESTON, WV

A/C Reg. No. N787N

Time (Lc1) - 1105 EST

Occurrence IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. HAZARDOUS WEATHER ADVISORY - NOT ISSUED - NWS PERSONNEL
 2. WEATHER CONDITION - TURBULENCE
-

-----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

NTSB-AAB-86-26

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