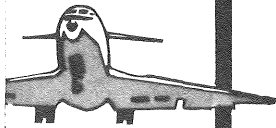


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PB86-916927



# **NATIONAL TRANSPORTATION SAFETY BOARD**

WASHINGTON, D.C. 20594

## **AIRCRAFT ACCIDENT REPORTS**

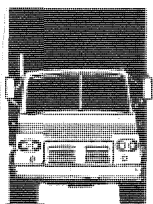
**BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 13, 1985 ACCIDENTS**



NTSB / AAB-86 / 27

**UNITED STATES GOVERNMENT**

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TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/AAB-86/27	2. Government Accession No. PB86-916927	3. Recipient's Catalog No.	
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		14. Sponsoring Agency Code	
15. Supplementary Notes			
16. Abstract  <p>This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1985. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.</p> <p>File Numbers: 2401 through 2600</p>			
17. Key Words Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather		18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
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## FOREWORD

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

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

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

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

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

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

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

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## AIRCRAFT ACCIDENTS

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## DEFINITIONS

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

### Aircraft Accidents

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

### Fatal Injury

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

### Serious Injury

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

### Substantial Damage

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

## OCCURRENCE

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

### Gear Collapsed

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

## TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

### 1. GENERAL AVIATION

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

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

#### Personal

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

#### Business

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

#### Corporate/Executive Operations

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

#### Instructional Flying

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

#### Other Flying

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

## 2. AIR CARRIER

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

### Airframe/Component/System Failure/Malfunction

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

### Powerplant - Loss of Power

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

## PHASE OF OPERATION

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

## CAUSES AND RELATED FACTORS

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

#### BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 13

CALENDAR YEAR 1985

## File Order Listing - Issue No. 13, 1985

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2401	161HA	070585	GONZALES, CA	HILLER	UH-12E	NONE	52
2402	64851	120985	UPLAND, CA	CESSNA	152	NONE	164
2403	5706B	071185	SAWMILL, AZ	CESSNA	182	NONE	14
2404	29461	070685	SALINE VALLEY, CA	PIPER	PA-34-200T	NONE	54
2405	1048P	070785	DURHAM, CA	HILLER	UH-12B	NONE	56
2406	4444P	112785	DORADO, PR	PIPER	PA-23-160	NONE	346
2407	136AV	113085	CEDAR KEY, FL	PIPER	PA-28-181	MINOR	200
2408	633RE	062785	PEMBROKE PINES, FL	PIPER	PA-32RT-30	MINOR	198
2409	5422Q	082385	NEWPORT BEACH, CA	CESSNA	150	NONE	100
2410	5259K	081485	SAINT HELENA, CA	CESSNA	172P	NONE	88
2411	6166H	080685	HESPERIA, CA	PIPER	PA-28R-201	NONE	82
2412	6284T	073085	SONOMA, CA	CESSNA	150E	SERIOUS	72
2413	7474N	072085	GRAND CANYON, AZ	BEECH	95-B55	NONE	16
2414	7853	071785	DURHAM, CA	GRUMMAN	G-164A	NONE	60
2415	52581	031185	LAUREL, MD	CESSNA	182P	NONE	252
2416	93533	062185	COLLEGE PARK, MD	BELLANCA	17-30A	MINOR	254
2417	8233R	033085	ROANOKE, VA	BELLANCA	17-30A	SERIOUS	362
2420	129AA	062785	SAN JUAN, PR	MCDONNELL DO	DC-10-10	SERIOUS	344
2421	3338J	041485	DAYTONA BEACH, FL	CESSNA	150G	MINOR	196
2422	731RD	081785	BAINBRIDGE, GA	CESSNA	A188B	NONE	226
2424	772CB	032885	CALHAN, CO	GULFSTREAM C	681	FATAL	176
2425	4760L	061285	DELTA, UT	PIPER	PA-28-180N	NONE	358
2426	5250G	081785	BROOKLYN, NY	CESSNA	C-305A	FATAL	322
2427	6524J	100585	BREAKABEEN, NY	CESSNA	C-377A	FATAL	328
2428	254PW	100985	CADILLAC, MI	GULFSTREAM	690A	FATAL	276



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File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
2429	100HF	110785	SPARTA, TN	HAWKER SIDDE	DH 125-400	SERIOUS	352
2430	43T	121385	OPA LOCKA, FL	BEECH	E-18S	NONE	208
2431	2969P	121585	HOMESTEAD, FL	LAKE AIRCRAF	LA4-200	NONE	212
2432	1158M	120885	SARASOTA, FL	CESSNA	337F	NONE	206
2433	111VE	120885	ORLANDO, FL	DOUGLAS C. C	VARIEZE	NONE	204
2434	5547J	121885	LAKE CITY, FL	PIPER	PA-32-260	MINOR	214
2435	64463	121985	DELAND, FL	BEECH	C-18S	NONE	216
2436	711DP	090185	CALIFORNIA CITY, CA	GLASFLUGEL	ST LIEBELL	NONE	110
2437	2708X	121185	YUBA CITY, CA	CESSNA	335	MINOR	166
2438	7919	100585	BLYTHE, CA	WILLIE	II	MINOR	128
2439	9653J	081985	BAKERSFIELD, CA	PIPER	PA-28-180	NONE	92
2440	11490	072385	GOLETA, CA	CESSNA	150L	FATAL	66
2441	15548	071785	MONTEREY, CA	PIPER	PA-28-235	FATAL	62
2442	700TD	120285	WIMAUMA, FL	GRUMMAN AMER	AA-5	SERIOUS	202
2444	6322B	071685	THERMAL, CA	CESSNA	152	SERIOUS	58
2445	8409M	083185	AVALON, CA	CESSNA	A150K	NONE	106
2446	7130Q	112385	SUNIZONA, AZ	CESSNA	172A	MINOR	34
2447	67488	082685	GRASS VALLEY, CA	CESSNA	152	NONE	104
2448	6277Z	072785	TAOHOMA, CA	CESSNA	TU206G	MINOR	68
2449	56PS	072885	RAMONA, CA	AEROTEK, INC	PITTS S-2A	FATAL	70
2450	8798Z	081685	HILO, HI	CESSNA	R182RG	NONE	236
2451	25660	082585	SAN MARTIN, CA	PIPER	PA38-112	MINOR	102
2452	2569L	122285	BROOKSVILLE, FL	PIPER	PA-38-112	NONE	218
2453	1544Z	122985	LAKE WALES, FL	BEECHCRAFT	B-35-P	MINOR	222
2454	8408F	122885	LEESBURG, FL	PIPER AIRCRA	PA-28-161	NONE	220

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2455	9409W	122685	MTTITUCK, NY	PIPER	PA-28-235	NONE	334
2456	5302V	123085	MADISON, FL	CESSNA AIRCR	T210L	NONE	224
2457	98079	062285	PERRY HALL, MD	PIPER	PA-28-140B	MINOR	256
2458	7770Y	121185	CORNING, NY	PIPER	PA-30	FATAL	332
2459	24787	072385	MECHANICSVILLE, MD	CESSNA	152	SERIOUS	260
2460	10WN	072885	FREDERICKSBURG, VA	STAMPE	SV4C	NONE	366
2461	7657S	072785	WOODBINE, MD	BELLANCA	8GCBC	NONE	262
2462	89432	072385	CHARLOTTESVILLE, VA	CESSNA	152	NONE	364
2463	8499B	112985	MANASSAS, VA	ROBINSON	R-22	NONE	368
2464	737XD	071985	STEVENSVILLE, MD	CESSNA	182RG	NONE	258
2465	556H	072185	MILFORD, MI	ENSTROM HELI	280C	NONE	268
2466	6897C	062585	KANKAKEE, IL	PIPER	PA-28-181	NONE	238
2467	6508K	072585	DETROIT, MI	CESSNA	172P II	NONE	270
2468	5755X	120685	ADA, OH	CESSNA	320	FATAL	336
2469	4155N	120785	ROCHESTER, IN	CESSNA	140	NONE	244
2470	7763	120785	KALAMAZOO, MI	BELL	47G	NONE	280
2471	62FS	120785	CARBONDALE, IL	CESSNA	150M	NONE	242
2472	3257	101185	HOMER CITY, PA	DE HAVILLAND	DHC-6	FATAL	340
2473	4WG	112685	WORCESTER, MA	ISRAEL AIRCR	WW-24	NONE	250
2476	30BL	091485	PADUCAH, KY	LAUX PITTS	S-15	FATAL	246
2477	7300A	122685	KINGS MOUNTAIN, NC	CESSNA	172	MINOR	304
2478	3177E	102285	CLAYTON, GA	CESSNA	172N	FATAL	228
2479	8011A	072985	MANZANITA, OR	CESSNA	170B	FATAL	338
2480	5059G	101885	TURLOCK, CA	CITABRIA	7ECA	MINOR	134
2481	6900S	082085	SAN JOSE, CA	CESSNA	150	MINOR	94

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2482	9323S	101985	SAN DIEGO, CA	BEECH	24R	NONE	136
2483	3107G	121385	MADERA, CA	HILLER	H-23A	SERIOUS	168
2484	973T	092385	SAN JOSE, CA	BEECH	P60	NONE	122
2485	1983W	101185	RUTH, CA	BEECH	B19	NONE	130
2486	45382	092185	SELMA, CA	CESSNA	150M	NONE	120
2487	9782K	090185	CARPINTERIA, CA	STINSON	108-2	NONE	108
2488	2874B	092185	WATSONVILLE, CA	BELL	47G-2	NONE	118
2489	45CT	080485	TUCSON, AZ	NORTH AMERIC	T-6G	NONE	20
2490	47340	101385	CONCORD, CA	PIPER	PA-28R-201	MINOR	132
2491	1944H	101885	CHARLESTON, SC	PIPER	PA-34-200T	FATAL	350
2492	6497H	121585	NAPASKIAK, AK	CESSNA	C-207	SERIOUS	6
2493	6975R	082485	CLARKSBURG, WV	BEECH	C23	NONE	376
2494	6825K	072285	RIVERTON, WY	SCHWEIZER AG	G-164B-600	NONE	380
2495	5414C	072085	KALISPELL, MT	CESSNA	170B	NONE	292
2496	53410	070785	RIO RANCHO, NM	CESSNA	172P	SERIOUS	314
2497	5203V	061885	GRAND FORKS, ND	HUGHES	269C	NONE	306
2498	908V	060585	KALISPELL, MT	BEECH	V35B	NONE	288
2499	9406W	042185	CASTAIC, CA	PIPER	PA-28-235	FATAL	44
2500	9044P	121985	NEWPORT BEACH, CA	PIPER	PA24-260	FATAL	174
2501	98954	102685	FULLERTON, CA	CESSNA	172P	MINOR	142
2502	9950B	090385	GLENDALE, AZ	PIPER	PA-28-180	SERIOUS	30
2503	9660W	101585	CHINO VALLEY, AZ	PIPER	PA-28-140	NONE	32
2504	2491Y	102085	PALO ALTO, CA	PIPER	PA28-181	NONE	138
2505	2484Z	090285	PILOT HILL, CA	PICARD	AX6	SERIOUS	112
2506	6047N	102285	OAKDALE, CA	CESSNA	210M	NONE	140

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2507	231GW	092985	HUNTINGTON BCH, CA	MOONEY AIRCR	M20K	MINOR	126
2508	9726X	082285	SYLMAR, CA	CESSNA	210	NONE	98
2509	128SP	091185	HAYESVILLE, NC	CESSNA	404	NONE	300
2510	9229	090385	MOAB, UT	CESSNA	182N	NONE	360
2511	55408	041085	EAST HADDAM, CT	PIPER	PA-28-180	FATAL	194
2512	8976K	080485	SUPERIOR, MT	STINSON	108-1	NONE	294
2513	5430Z	073085	BOULDER, CO	PIPER	PA-22	NONE	182
2514	8618A	051285	CARRIZOZO, NM	ENSTROM	F-28F	FATAL	312
2515	2354Z	073185	KAMUELA, HI	BEECH	23	MINOR	234
2516	7713V	043085	FREMONT, CA	AERO COMMAND	CALLAIR A-	SERIOUS	46
2517	21708	080585	TRENTON, AL	CESSNA	A188B	NONE	8
2518	38174	071885	PEPIN, WI	PIPER	PA-28-140	NONE	370
2519	9306K	070585	HASTINGS, MI	STINSON	108-2	NONE	266
2520	2443Y	071285	ASPEN, CO	PIPER	PA-28-161	FATAL	178
2521	CGTGV	090585	SAINT MARY, MT	PIPER	PA-28RT-20	FATAL	296
2522	75063	060985	MELSTONE, MT	PIPER	PA-32R-300	FATAL	290
2523	8777F	081885	HECTOR, MN	HUGHES	269A	NONE	284
2524	53264	081185	LITTLE FALLS, MN	CESSNA	152	NONE	282
2525	76465	081485	ALMONT, MI	CESSNA	140	NONE	274
2526	7183R	072785	LAKEWOOD, WI	PIPER	PA-28-140	MINOR	372
2527	20277	072885	KANKAKEE, IL	CESSNA	177B	NONE	240
2528	5646Z	073085	IRON MOUNTAIN, MI	MAULE AIRCRA	M-6	NONE	272
2529	4542F	072985	FRANKLIN, WI	PIPER	PA-28-140	NONE	374
2530	3643R	081085	DENVER, CO	PIPER	PA-60-600	SERIOUS	184
2531	1818Z	073085	PUEBLO, CO	CESSNA	205	MINOR	180

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2532	157U	050485	PERRIS, CA	DOUGLAS	DC3	NONE	48
2533	85168	080485	SANTA PAULA, CA	AERONCA	7AC	MINOR	78
2534	7910J	071985	SODA SPRINGS, CA	BELL	206B	SERIOUS	64
2535	4974Q	081585	WILLCOX, AZ	CESSNA	A188B	NONE	24
2536	3359V	080985	SANTA PAULA, CA	CESSNA	150M	MINOR	84
2537	6175C	080685	VAN NUYS, CA	NORTH AMERIC	F-51D	NONE	80
2538	2899B	081285	BIG BEAR CITY, CA	BELL	47G-2	MINOR	86
2539	9289J	120185	DACULA, GA	PIPER	PA-28-180	FATAL	232
2540	2697Z	121585	SPRINGFIELD, TN	BELLANCA	8KCAB	FATAL	356
2541	8401E	103085	OCILLA, GA	PIPER	PA-34-220T	SERIOUS	230
2542	3668P	102385	GROVE CITY, PA	BEECH	BE-95-100	NONE	342
2543	6636B	121485	PENSACOLA, FL	BEECH	BE-23	FATAL	210
2544	4974A	111385	PARIS, TN	GARY E. WILS	QUICKIE	MINOR	354
2545	220F	112785	EAST GREENWICH, RI	BEECH	C90	FATAL	348
2546	6878B	112785	LIKELY, CA	PIPER	PA-18A-150	NONE	158
2547	41309	111785	SAN JOSE, CA	PIPER	PA28-151	NONE	150
2548	21491	110385	ANGWIN, CA	PIPER	PA-28-181	NONE	144
2548	24932	110385	ANGWIN, CA	CESSNA	152	NONE	146
2549	3992P	100385	HOMER, AK	PIPER	PA-18A-150	NONE	4
2550	509R	122085	ANDALUSIA, AL	CESSNA	C-172M	NONE	10
2551	8082B	112885	DULUTH, MN	PIPER	PA-28-161	FATAL	286
2552	24198	121885	WIBAUX, MT	BEECH	V-35B	SERIOUS	298
2553	9201L	122385	CLOUDCROFT, NM	GRUMMAN GULF	AA-1A YANK	SERIOUS	316
2554	3663K	110185	BISMARCK, ND	BEECH	A36TC	MINOR	308
2555	4052K	111785	ENGLEWOOD, CO	BALLOON WORK	FIREFLY 6B	MINOR	188

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2556	7424Z	112385	HOLLAND, MI	PIPER	PA-25-235	MINOR	278
2557	7609F	122085	LONGMONT, CO	CESSNA	172N	NONE	190
2558	1832G	111785	BERTHOUD, CO	CHAMPION	7KCAB	NONE	186
2559	9547E	111985	BRYSON CITY, NC	CESSNA	182R	FATAL	302
2565	999TG	112685	PANACA, NV	GRIFFIN, THO	MODIFIED K	FATAL	318
2566	8277Y	102385	HOPKINSVILLE, KY	PIPER	PA-28RT-20	MINOR	248
2567	255CS	082885	HUNTINGTON, WV	CESSNA	404	NONE	378
2568	1LM	072185	PAGE, AZ	AEROTEK	PITTS S-1	MINOR	18
2569	9046E	080885	MCCARTHY, AK	MAULE	M-5-235C	FATAL	2
2570	3205S	120485	GILA BEND, AZ	CESSNA	182G	FATAL	38
2571	110LG	122085	AINSWORTH, NE	BELL	206L	FATAL	310
2572	3334A	120485	DEER VALLEY, AZ	RIPER	PA-22	MINOR	36
2573	75PB	120185	SAN JOSE, CA	PITTS	S1-C	NONE	160
2574	3459T	112185	STOCKTON, CA	CESSNA	177	NONE	152
2575	64981	092585	CONCORD, CA	CESSNA	152	NONE	124
2576	222CF	070385	SAN DIEGO, CA	CESSNA	421A	NONE	50
2577	9005G	101085	WINTERPORT, ME	CESSNA AIRCR	C-182N	FATAL	264
2578	90716	091985	RONKONKOMA, NY	ROBINSON	R-22	SERIOUS	326
2579	5788U	091585	ROSAMOND, CA	MOONEY	M20K	NONE	116
2580	3168U	082785	WILLIAMS AFB, AZ	AIR TRACTOR	AT301	NONE	28
2581	4807B	082085	MONTEREY, CA	CESSNA	152	NONE	96
2582	6749K	082185	TOLLESON, AZ	SCHWEIZER	G-164B	SERIOUS	26
2583	537	081285	BUCKEYE, AZ	AEROSPATIALE	SF3130	NONE	22
2584	737YN	052985	MESA, AZ	CESSNA	TR 182	NONE	12
2585	3096R	110885	MAMMOTH LAKES, CA	PIPER	PA-28R-200	SERIOUS	148

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2587	64033	080285	ISLAND MOUNTAIN, CA	CESSNA	172 M	NONE	76
2588	97MS	081885	BYRON, CA	MIKE STONE	MONI	NONE	90
2589	82009	120485	SAN JOSE, CA	PIPER	PA-32-301	NONE	162
2590	4946H	121885	ARBUCKLE, CA	CESSNA	152	NONE	172
2591	32998	112785	SANTA MARIA, CA	PIPER	PA-32-300	NONE	156
2592	90328	080185	ARROYO GRANDE, CA	BELL	206 B3	NONE	74
2593	5298A	120585	SCOTTSDALE, AZ	CESSNA	P210R	MINOR	40
2594	3885F	121485	GLENDALE, AZ	PIPER	PA-34-200T	MINOR	42
2595	1022Q	040485	RONKONKOMA, NY	CESSNA	310H	FATAL	320
2596	9787U	082885	WHEATLAND, NY	GRUMMAN	AA-1C	NONE	324
2597	6195V	111585	MILLBROOK, NY	LAKE	LA4-200	SERIOUS	330
2598	96321	122985	BROOMFIELD, CO	CESSNA	172P	MINOR	192
2599	6740P	121785	CANOGA PARK, CA	PIPER	PA-24-250	MINOR	170
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AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 13 OF 1985 ACCIDENTS

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2569

8/08/85

MCCARTHY,AK

A/C Reg. No. N9046E

Time (Lc1) - UNK/NR

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
UNK/NR

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

Make/Model - MAULE M-5-235C  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2300  
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - UNK/NR  
Wind Dir/Speed- UNK/NR  
Visibility - UNK/NR  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - UNK/NR  
Obstructions to Vision- UNK/NR  
Precipitation - UNK/NR  
Condition of Light - UNK/NR

Itinerary

Last Departure Point  
BERNARD GLACIER,AK  
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 - UNK/NR

-----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 PILOT IN COMMAND LAST DEPARTED A SAND BAR NEAR THE BERNARD GLACIER AND NEVER RETURNED TO PICK UP THE SINGLE PASSENGER HE HAD DROPPED OFF EARLIER. THE AIRPLANE AND ITS OCCUPANTS HAVE NOT BEEN FOUND TO DATE.

Brief of Accident (Continued)

File No. - 2569

8/08/85

MCCARTHY,AK

A/C Reg. No. N9046E

Time (Lc1) - UNK/NR

Occurrence MISSING AIRCRAFT  
Phase of Operation UNKNOWN

Finding(s)  
1. UNDETERMINED

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2549      10/03/85      HOMER,AK

A/C Reg. No. N3992P

Time (Lcl) - 0657 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire      Crew      Pass  
NONE      0      0

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

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

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

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

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

Weather Data

Wx Briefing      - FSS  
Method      - UNK/NR  
Completeness      - WEATHER NOT PERTINENT  
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      - DAWN

Itinerary

Last Departure Point  
HOMER,AK  
Destination  
ANCHORAGE,AK

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

HOMER  
Runway Ident      - 03  
Runway Lth/Wid      - 7401/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

Pilot-In-Command

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

Age - 44

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 487	Last 24 Hrs	- UNK/NR
Make/Model-	8	Last 30 Days-	UNK/NR
Instrument-	4	Last 90 Days-	68

Instrument Rating(s) - NONE

-----Narrative-----

THE LANDING GEAR AXLE FAILURE WAS DUE TO THE OVERSIZE TIRES THAT WERE INSTALLED ON THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 2549

10/03/85

HOMER, AK

A/C Reg. No. N3992P

Time (Lcl.) - 0657 ADT

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

Finding(s)

1. LANDING GEAR, AXLE - FAILURE, TOTAL
2. FLIGHT MANUALS - NOT FOLLOWED - PILOT IN COMMAND
3. LANDING GEAR, AXLE - FATIGUE
4. LANDING GEAR, TIRE - IMPROPER
5. LANDING GEAR, TIRE - INCORRECT

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2492      12/15/85      NAPASKIAK, AK      A/C Reg. No. N6497H      Time (Lc1) - 1445 AST

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

Type Operating Certificate	COMMUTER	Aircraft Damage						
Name of Carrier	- RYAN AIR SERVICE	SUBSTANTIAL						
Type of Operation	- SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	1	0	0
Flight Conducted Under	- 14 CFR 135	NONE	Pass	0	0	3	0	0
Accident Occurred During	- MANEUVERING							

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

Make/Model	- CESSNA C-207	Eng Make/Model	- TELEDYNE IO-520-F	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 300 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	KONGIGANAK, AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- IMC	BETHEL, AK		NAPASKIAK	
Wind Dir/Speed	- UNK/NR			Runway Ident	- 19
Visibility	- 5.0 SM	ATC/Airspace		Runway Lth/Wid	- 2400/ 45
Lowest Sky/Clouds	- PART OBS	Type of Flight Plan	- COMPANY (VFR)	Runway Surface	- SNOW
Lowest Ceiling	- 300 FT OVERCAST	Type of Clearance	- NONE	Runway Status	- SNOW - DRY
Obstructions to Vision	- FOG	Type Apch/Lndg	- TRAFFIC PATTERN		SNOW - COMPACTED
Precipitation	- FREEZING DRIZZLE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 35	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 2568	Last 24 Hrs - 8
SE LAND	Months Since - 6	Make/Model - 2000	Last 30 Days - UNK/NR
	Aircraft Type - C207	Instrument - 68	Last 90 Days - 399

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PILOT-IN-COMMAND, THE WEATHER AT HIS DESTINATION WAS DETERIORATING SO HE DIVERTED TO NAPASKIAK WHERE HE ENCOUNTERED FREEZING DRIZZLE RAIN AND FOG. WHILE ATTEMPTING TO ALIGN HIMSELF WITH THE RUNWAY FOR A LANDING TO THE SOUTH, THE WINDSHIELD ICED OVER SO HE WAS UNABLE TO KEEP THE RUNWAY IN SIGHT. HE DECIDED TO LEAVE THE AREA IN SEARCH OF BETTER WEATHER SO HE ADDED POWER AND THE AIRPLANE CRASHED.

Brief of Accident (Continued)

File No. - 2492

12/15/85

NAPASKIAK, AK

A/C Reg. No. N6497H

Time (Lcl) - 1445 AST

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

Finding(s)

1. WEATHER CONDITION - FOG
2. PILOT SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
3. WEATHER CONDITION - ICING CONDITIONS
4. PREFLIGHT PLANNING/PREPARATION - NOT PERFORMED - PILOT IN COMMAND
5. WEATHER CONDITION - LOW CEILING
6. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
7. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
8. WEATHER EVALUATION - DISREGARDED - PILOT IN COMMAND
9. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - ICE
10. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
11. WEATHER EVALUATION - INADEQUATE - DISPATCHER

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

Finding(s)

12. JUDGEMENT - POOR - PILOT IN COMMAND
13. TERRAIN CONDITION - SNOW COVERED
14. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
15. LIGHT CONDITION - DUSK
16. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
17. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND
18. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY/OPERATOR MGMT
19. INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6,7,8,9,10,12,14,16,17,18,19

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,11,15

National Transportation Safety Board  
Washington, D.C. 20594

Updated AAB 87/02  
p. 6-7

Brief of Accident

File No. - 2517      8/05/85      TRENTON,AL      A/C Reg. No. N21708      Time (Lcl) - 1120 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	1
Accident Occurred During -DESCENT					

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

Make/Model - CESSNA A188B	Eng Make/Model - CONTINENTAL IO 520	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4500	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	MERIDIANVILLE,AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 140/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 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 - 25000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 10000
SE LAND,ME LAND	Months Since - 10	Make/Model- 5000
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 200
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PILOT STATED THAT THE ENG LOST POWER WHILE HE WAS MANEUVERING FOR ANOTHER SPRAY RUN OVER THE FIELD. THE AIRCRAFT SETTLED INTO THE TREES AND A POST-CRASH FIRE DEVELOPED



Brief of Accident (Continued)

File No. - 2517

8/05/85

TRENTON,AL

A/C Reg. No. N21708

Time (Lc1) - 1120 CDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)

1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

2. OBJECT - TREE(S)

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2550      12/20/85      ANDALUSIA,AL      A/C Reg. No. N509R      Time (Lc1) - 1215 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire                          NONE

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

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

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

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

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

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

Weather Data

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

Itinerary

Last Departure Point  
ANDALUIA,AL  
Destination  
UNK/NR

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

ANDALUSIA-OPP  
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,CFI  
SE LAND,ME LAND

Age - 47

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 10000	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT BATTERY POWER WAS DEPLETED. THE PLT HAND PROPPED THE ENGINE WITH HIS WIFE AT THE CONTROLS. THE ENGINE STARTED WITH THE THROTTLE ADVANCED AND ACFT TAXIED INTO TREES AND OVER AN EMBANKMENT. THE WIFE WAS NOT A RATED PILOT.

Brief of Accident (Continued)

File No. - 2550

12/20/85

ANDALUSIA,AL

A/C Reg. No. N509R

Time (Lcl) - 1215 CST

Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. ELECTRICAL SYSTEM,ALTERNATOR - INOPERATIVE
2. ELECTRICAL SYSTEM,BATTERY - OUTPUT LOW
3. STARTING PROCEDURE - POOR - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND

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

Finding(s)

5. REMEDIAL ACTION - NOT PERFORMED - UNQUALIFIED PERSON

Occurrence #3 ON GROUND COLLISION WITH TERRAIN  
Phase of Operation TAXI

Finding(s)

6. TERRAIN CONDITION - DITCH
7. REMEDIAL ACTION - NOT PERFORMED - UNQUALIFIED PERSON

----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) 1,2,5,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2584      5/29/85      MESA, AZ

A/C Reg. No. N737YN

Time (Lc1) - 1613 MST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage

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

	Fatal	Serious	Minor	None
DESTROYED				
Fire	0	0	0	2
IN FLIGHT	0	0	0	0
Crew				
Pass				

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

Make/Model      - CESSNA TR 182  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3100  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-540-L3CSD  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 235 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 270/010 KTS  
Visibility      - 45.0 SM  
Lowest Sky/Clouds      - 15000 FT SCATTERED  
Lowest Ceiling      - 20000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
MESA, AZ  
Destination  
MESA, AZ

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

FALCON FLD  
Runway Ident      - 04  
Runway Lth/Wid      - 3800/ 75  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

Pilot-In-Command

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

Age - 26

Biennial Flight Review

Current      - YES  
Months Since      - 8  
Aircraft Type      - PA34200

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1550	Last 24 Hrs	- 7
Make/Model-	17	Last 30 Days-	121
Instrument-	59	Last 90 Days-	311
Multi-Eng	- 219		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING INITIAL CLIMB ON A DUAL INSTRUCTIONAL FLIGHT A FIRE ERUPTED BEHIND THE INSTRUMENT PANEL & THE ACFT WAS RETURNED FOR LANDING. DURING ROLL OUT 6 INCH LONG FLAMES, SMOKE & NOXIOUS FUMES FILLED THE COCKPIT. WHEN THE ACFT SLOWED TO 10 MPH THE PLTS EXITED THE ACFT & THEREAFTER IT WAS DESTROYED BY FIRE. EXAM OF THE ACFT REVEALED THAT THE 15 AMP RATED WIRE "DA1," WHICH ROUTES CURRENT BETWEEN THE AMMETER, THE FLAP SWITCH & THE CIRCUIT BREAKER/BUS TERMINAL CONNECTOR HAD SHORTED & HAD FUSED ONTO THE CARBURETOR HEAD CONTROL LEVER. DURING MANUFACTURE OF THE ACFT THE WIRE IS NOT ROUTED AGAINST THE CARB. HEAT CONTROL LEVER. HOWEVER, DURING MAINTENANCE OF THE NEARBY GEAR SELECTOR LINES WIRE DA1 COULD BE IMPROPERLY REROUTED & THUS PRESSED AGAINST THE CARBURETOR CONTROL LEVER WHICH MAY RESULT IN EVENTUAL WEAR & ELECTRICAL SHORTING.

Brief of Accident (Continued)

File No. - 2584

5/29/85

MESA, AZ

A/C Reg. No. N737YN

Time (Lcl) - 1613 MST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ELECTRICAL SYSTEM, ELECTRIC WIRING - PREVIOUS DAMAGE
2. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - COMPANY MAINTENANCE PSNL
3. ELECTRICAL SYSTEM, ELECTRIC WIRING - SHORTED
4. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL

Occurrence #2 FIRE

Phase of Operation DESCENT

Occurrence #3 FIRE

Phase of Operation LANDING - ROLL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2403

7/11/85

SAWMILL,AZ

A/C Reg. No. N5706B

Time (Lcl) - 0831 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire NONE

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

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

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

Eng Make/Model - CONTINENTAL O-470-R  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 235 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 020 KTS  
Visibility - 50.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
PHOENIX,AZ  
Destination  
DURANGO,CO

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 61

Biennial Flight Review  
Current - YES  
Months Since - 24  
Aircraft Type - C-182

Medical Certificate - EXPIRED

Flight Time (Hours)	
Total - 975	Last 24 Hrs - UNK/NR
Make/Model- 757	Last 30 Days- UNK/NR
Instrument- 46	Last 90 Days- 23
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE PLT'S PREFLIGHT INSPECTION OF HIS ACFT, HE REMOVED THE FUEL CAPS TO EXAMINE THE QUANTITY OF FUEL IN THE ACFT'S TANKS. THEREAFTER, HE FAILED TO SECURELY REFASTEN THE CAPS. AT 0700 MST THE PLT & HIS 2 PAX DEPARTED FOR A PLANNED FLT FROM AZ TO CO. 56 GALS OF FUEL WERE REPORTED BEING IN THE FUEL TANKS. ABOUT 90 MIN LATER THE FUEL GAUGES REGISTERED "IN THE RED" & ALL ENG POWER WAS LOST. THE PLT MADE AN EMERGENCY LDG AT THE SIDE OF A ROAD. DURING ROLL OUT THE ACFT COLLIDED WITH TREES.

Brief of Accident (Continued)

File No. - 2403

7/11/85

SAWMILL, AZ

A/C Reg. No. N5706B

Time (Lc1) - 0831 MST

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

Finding(s)

1. FUEL SYSTEM, CAP - LOOSE
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FLUID, FUEL - EXHAUSTION
4. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND
5. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT

Occurrence #3      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) 3,5

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2413      7/20/85      GRAND CANYON,AZ      A/C Reg. No. N7474N      Time (Lcl) - 1524 MST

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

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

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

Make/Model	- BEECH 95-B55	Eng Make/Model	- CONTINENTAL IO-470-L	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5100	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 260 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		OFF AIRPORT/STRIP	
Method	- UNK/NR	GRAND CANYON,AZ			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	LAS VEGAS,NV		GRAND CANYON	
Wind Dir/Speed	- 240/006 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 20.0 SM	Type of Flight Plan	- COMPANY (VFR)	Runway Lth/Wid	- 8999/ 150
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- DIRT
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING	Runway Status	- DRY
Obstructions to Vision	- NONE				HIGH VEGETATION
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)	
ATP	Current - YES	Total - 6300	Last 24 Hrs - 1
SE LAND,ME LAND	Months Since - 2	Make/Model - 129	Last 30 Days - UNK/NR
	Aircraft Type - 95-B95	Instrument - 1260	Last 90 Days - 90
		Multi-Eng - 2445	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PREPARING FOR AN AIR TAXI, SIGHTSEEING FLIGHT, THE PIC PERFORMED A PREFLIGHT INSPECTION OF THE ACFT & FAILED TO OBSERVE THAT THE RT MAIN FUEL TANK WAS NEARLY EMPTY. FIVE(5) MIN AFTER TAKEOFF THE RT ENG'S MAIN TANK FUEL SUPPLY WAS EXHAUSTED & THE ENG LOST ALL PWR. THE PLT FIRST ATTEMPTED TO RESTART THE ENG & THEN ATTEMPTED TO FEATHER IT. HE FAILED TO WINDMILL. UNABLE TO SUSTAIN FLIGHT, THE ACFT DESCENDED INTO TERRAIN FROM ITS CRUISE ALT OF 600 FT AGL.



Brief of Accident (Continued)

File No. - 2413

7/20/85

GRAND CANYON, AZ

A/C Reg. No. N7474N

Time (Lcl) - 1524 MST

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
  3. FLUID, FUEL - EXHAUSTION
  4. FUEL SUPPLY - NOT SELECTED - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT

Finding(s)

5. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
  6. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
  7. PROPELLER - IMPROPER USE OF - PILOT IN COMMAND
- 

Occurrence #3  
Phase of Operation    LANDING

Finding(s)

8. TERRAIN CONDITION - ROUGH/UNEVEN
  9. 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) 1,2,4,5,6,7,9

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2568      7/21/85      PAGE,AZ      A/C Reg. No. N1LM      Time (Lcl) - 1340 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Crew  
Pass

Fatal  
0  
0

Injuries

Serious  
0  
0

Minor  
1  
0

None  
0  
0

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

Make/Model      - AEROTEK PITTS S-1  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1150  
No. of Seats      - 1

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

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

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

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- 310/008 KTS  
Visibility      - 40.0 SM  
Lowest Sky/Clouds      -  
Lowest Ceiling      - 6000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
TORRANCE,CA  
Destination  
PAGE,AZ

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

PAGE  
Runway Ident      - 33  
Runway Lth/Wid      - 5499/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 50  
Biennial Flight Review  
Current      - YES  
Months Since      - 2  
Aircraft Type - CITRAB.

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)  
Total      - 1560  
Last 24 Hrs - 5  
Make/Model- UNK/NR  
Last 30 Days- UNK/NR  
Instrument- 0  
Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CONTACTED THE GROUND DURING AN ATTEMPTED GO-AROUND. THE PLT HAD TRIED TO PERFORM A X-WIND LANDING.

Brief of Accident (Continued)

File No. - 2568

7/21/85

PAGE, AZ

A/C Reg. No. N1LM

Time (Lcl) - 1340 MST

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

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  2. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
  3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
  4. WEATHER CONDITION - CROSSWIND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2489      8/04/85      TUCSON,AZ      A/C Reg. No. N45CT      Time (Lcl) - 1200 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	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

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

Make/Model - NORTH AMERICAN T-6G	Eng Make/Model - P & W R-1340	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 5300	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	PHOENIX,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	TUCSON INTL
Wind Dir/Speed- 260/006 KTS	ATC/Airspace	Runway Ident - 11
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 9129/ 75
Lowest Sky/Clouds - 6500 FT SCATTERED	Type of Clearance - VFR	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 - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE TAILWHEEL EQUIPPED ACFT NOSED OVER AFTER THE PLT LOST IIRECTIONAL CONTROL DURING LNDG. THERE WERE NO REPORTS OF MECHANICAL DIFFICULTIES OR WEATHER FACOTRS TO BE CONSIDERED IN THE AREA OF CAUSE. THE PLTS FLT EXPERIENCE IS UNKNOWN SINCE REPEATED ATTEMPTS TO HAVE HIM FILE AN ACC REPORT HAVE BEEN UNSUCCESSFUL.

Brief of Accident (Continued)

File No. - 2489

8/04/85

TUCSON, AZ

A/C Reg. No. N45CT

Time (Lcl) - 1200 MST

---

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

Finding(s)

1. LIGHT CONDITION - DAYLIGHT
  2. JUDGEMENT - POOR - PILOT IN COMMAND
  3. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
  4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  5. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
  6. AIRCRAFT HANDLING - POOR - PILOT IN COMMAND
- 

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - ROLL

---

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2583      8/12/85      BUCKEYE, AZ      A/C Reg. No. N537      Time (Lcl) - 1430 MST

-----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      -HOVER			0	0	0
					2
					0

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

Make/Model      - AEROSPATIALE SF3130	Eng Make/Model- TURBOMECA ARTOUSTE IIIB	ELT Installed/Activated - YES/NO
Landing Gear      - TRICYCLE-FIXED	Number Engines      - 1	Stall Warning System - NO
Max Gross Wt      - 4630	Engine Type      - TURBOSHAFT	
No. of Seats      - 2	Rated Power      - 562 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method      - N/A	LITCHFIELD, AZ	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	LOCAL	Runway Ident      - N/A
Wind Dir/Speed- 300/001 KTS	ATC/Airspace	Runway Lth/Wid      - N/A
Visibility      - 30.0 SM	Type of Flight Plan - NONE	Runway Surface      - DIRT
Lowest Sky/Clouds      - 6000 FT SCATTERED	Type of Clearance      - NONE	Runway Status      - DRY
Lowest Ceiling      - NONE	Type Apch/Lndg      - STRAIGHT-IN	
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current      - YES	Total      - 7300
SE LAND, ME LAND	Months Since      - 9	Make/Model- 300
HELICOPTER	Aircraft Type - SA3168	Instrument- 0
		Multi-Eng - 300
		Last 24 Hrs - 6
		Last 30 Days- 35
		Last 90 Days- 40
		Rotorcraft - 5800

Instrument Rating(s) - NONE

-----Narrative-----

DURING A HOVER IN A CONFINED AREA THE PLT MISINTERPETED HIS PASSG SIGNAL TO MOVE TO A DIFERENT LOCATION AS A SIGNAL THAT THE TAIL ROTOR WAS IN DANGER. THE PLT USED ABRUPT CONTROL MOVEMENTS THAT RESULTED IN THE TOE OF A SKID HOOKING INTO A WIRE FENCE. THE HELICOPTER ROLLED OVER AFTER THE PLT ATTEMPTED TO ABORT THE LNDG, ACCORDING TO THE PLTS REPORT.

Brief of Accident (Continued)

File No. - 2583

8/12/85

BUCKEYE, AZ

A/C Reg. No. N537

Time (Lc1) - 1430 MST

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

Finding(s)

1. OBJECT - FENCE
  2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  3. VISUAL LOOKOUT - NOT UNDERSTOOD - PILOT IN COMMAND
- 

Occurrence #2        ROLL OVER  
Phase of Operation    HOVER

Finding(s)

4. ABORTED 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) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2535      8/15/85      WILLCOX,AZ      A/C Reg. No. N4974Q      Time (Lcl) - 0700 MST

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

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

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

Make/Model	- CESSNA A188B	Eng Make/Model	- CONTINENTAL IO 520D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	WILLCOX,AZ
Completeness	- N/A	Destination
Basic Weather	- VMC	LOCAL
Wind Dir/Speed	- 140/011 KTS	ATC/Airspace
Visibility	- 50.0 SM	Type of Flight Plan
Lowest Sky/Clouds	- CLEAR	- NONE
Lowest Ceiling	- NONE	Type of Clearance
Obstructions to Vision	- NONE	- NONE
Precipitation	- NONE	Type Apch/Lndg
Condition of Light	- DAYLIGHT	- NONE

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

Pilot-In-Command	Age - 45	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 5000	Last 24 Hrs - 6
SE LAND,ME LAND	Months Since - 9	Make/Model- 2500	Last 30 Days- 75
	Aircraft Type - 182	Instrument- 550	Last 90 Days- 150
		Multi-Eng - 2000	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON AUGUST 15, 1985, A CESSNA 180 LOST ENG PWR DUE TO FUEL EXHAUSTION AND COLLIDED WITH THE GROUND DURING AN AERIAL APPLICATION MANEUVER. THE ACFT SUSTAINED SUBSTANTIAL DAMAGE BUT THE PILOT WAS NOT INJURED. THE PLT STATED THAT HE SHOULD HAVE CHECKED THE FUEL MORE CLOSELY.



Brief of Accident (Continued)

File No. - 2535

8/15/85

WILLCOX, AZ

A/C Reg. No. N4974Q

Time (Lcl) - 0700 MST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
- 

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

Finding(s)

3. TERRAIN CONDITION - CROP
  4. LIGHT CONDITION - DAYLIGHT
- 

----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. - 2582      8/21/85      TOLLESON, AZ      A/C Reg. No. N6749K      Time (Lcl) - 1000 MST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
Type of Operation	-FERRY	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	0	1	0	0
Accident Occurred During	-LANDING	ON GROUND	Pass	1	0	0

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

Make/Model	- SCHWEIZER G-164B	Eng Make/Model	- P & W R1340-AN1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 6075	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 100/004 KTS</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point TOLLESON, AZ</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - STRAIGHT-IN</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 - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 6708
SE LAND	Months Since - UNK/NR	Make/Model- 2000
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 712
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 0
		Rotorcraft - 500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PILOT, THE ENGINE LOST PARTIAL POWER WHILE IN CRUISE FLT. HE SELECTED A COTTON FIELD IN WHICH TO MAKE A PRECAUTIONARY LNDG. THE AIRCRAFT OVER SHOT THE INTENDED LANDING AREA AND IMPACTED A UTILITY POLE. THE COLLISION RUPTURED THE FUEL SYSTEM AND THE FUEL IGNITED.

Brief of Accident (Continued)

File No. - 2582

8/21/85

TOLLESON,AZ

A/C Reg. No. N6749K

Time (Lc1) - 1000 MST

Occurrence #1      LOSS OF POWER  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,BLOWER/IMPELLER - FAILURE,TOTAL

Occurrence #2      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

3. OBJECT - UTILITY POLE

Occurrence #4      FIRE  
Phase of Operation      LANDING - ROLL

Finding(s)

4. FUEL SYSTEM - BUCKLED

----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. - 2580      8/27/85      WILLIAMS AFB,AZ      A/C Reg. No. N3168U      Time (Lcl) - 0445 MST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation      -AERIAL APPLICATION

Fire

Crew

Flight Conducted Under      -14 CFR 137

NONE

Pass

Accident Occurred During      -MANEUVERING

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

Make/Model      - AIR TRACTOR AT301  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 5000  
No. of Seats      - 1

Eng Make/Model      - P & W R-1340-AN1  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 600 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed      - 150/004 KTS  
Visibility      - 35.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision      - NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
CHANDLER,AZ  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age      - 40  
Biennial Flight Review  
Current      - YES  
Months Since      - 17  
Aircraft Type      - 172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 7000
Make/Model	- 250
Instrument	- 60
Multi-Eng	- 950
Last 24 Hrs	- 11
Last 30 Days	- 180
Last 90 Days	- 200
Rotorcraft	- 60

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

AFTER MAKING HIS FIRST SWATH RUN,DURING THE HOURS OF DARKNESS,THE PILOT BECAME DISORIENTED AND FLEW INTO AN AREA WITH TALL ELECTRICAL TRANSMISSION LINES. HE DESCENDED INTO TREES BENEATH THE LINES IN HIS ATTEMPT TO MISS THEM.

Brief of Accident (Continued)

File No. - 2580

8/27/85

WILLIAMS AFB, AZ

A/C Reg. No. N3168U

Time (Lc1) - 0445 MST

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

Finding(s)

1. OBJECT - TREE(S)
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2502      9/03/85      GLENDALE, AZ      A/C Reg. No. N9950B      Time (Lc1) - 1410 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

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

Make/Model - PIPER PA-28-180  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2175  
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 120/005 KTS  
Visibility - 25.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
DEMING, TX  
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

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 57

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

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

Instrument Rating(s) - NONE

-----Narrative-----

THE STOP AT THE AIRPORT WAS A PLANNED FUEL STOP ON A FLT FROM CONROE, TX TO BULLHEAD CITY, AZ. THE FLT DEPARTED CONROE, TX ABOUT 12 HOURS PRIOR TO THE ACCIDENT. WITNESSES SAW THE ACFT MAKE TWO "HIGH & VERY ERRATIC" ABORTED APPROACHES PRIOR TO IMPACTING IN THE RUN-UP AREA TO THE LT OF THE RWY 17 THRESHOLD, BOUNCING ABOUT 25 FT IN THE AIR AND CRASHING INTO A PARKED A/C. THE WITNESSES REPORTED THE WINDS AS 5 KTS AT THE TIME OF THE ACCIDENT. THE PLT STATED THAT HE WAS LONG ON THE FIRST APPROACH AND DECIDED TO GO AROUND. ON THE SECOND APPROACH, HE SAID THAT "A LARGE TRUCK PASSED UNDERNEATH" THE ACFT ON SHORT FINAL, CAUSED HIM TO LOSE CONTROL & "SUCKED THE ACFT INTO THE GROUND IN A STALLED CONDITION.

Brief of Accident (Continued)

File No. - 2502

9/03/85

GLENDALE,AZ

A/C Reg. No. N9950B

Time (Lc1) - 1410 MST

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED -
2. STALL/MUSH - INADVERTENT -
3. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
4.      IMPROPER USE OF PROCEDURE,FATIGUE(FLIGHT SCHEDULE) - PILOT IN COMMAND

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

Finding(s)

5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
6. DESCENT - NOT CORRECTED - PILOT IN COMMAND
7. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

8. OBJECT - AIRCRAFT PARKED

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2503      10/15/85      CHINO VALLEY, AZ      A/C Reg. No. N9660W      Time (Lc1) - 1500 MST

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

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

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

Make/Model	- PIPER PA-28-140	Eng Make/Model	- LYCOMING O-320-E2A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method	- N/A	PRESCOTT, AZ	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 110/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 65.0 SM	Type of Flight Plan	- 18
Lowest Sky/Clouds	- 3500 FT SCATTERED	Type of Clearance	- 3500/ 30
Lowest Ceiling	- NONE	Type Apch/Lndg	- DIRT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
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	- 2758
SE LAND	Months Since - 17	Make/Model	- 81
	Aircraft Type - PA28140	Instrument	- 3
		Last 24 Hrs	- 1
		Last 30 Days	- 1
		Last 90 Days	- 11

Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE FLT DEPARTED PRESCOTT FOR THE LOCAL FLT, THE PLT SAID THE RWYS SWITCHED SEVERAL TIMES BETWEEN 11 & 03 DUE TO THE WINDS. THE OFFICIAL PRESCOTT SURFACT OBSERVATION REPORTED THE WINDS FROM 110 DEGREES AT 8 KTS WITH GUSTS TO 17 KTS. AFTER DEPARTING PRESCOTT, THE FLT FLEW TO A DIRT STRIP NORTH OF THE CITY WHERE A NORMAL LANDING WAS MADE. DURING THE SUBSEQUENT TAKEOFF, THE PLT SAID THAT THE LT WING SUDDENLY "LIFTED" & THE ACFT WAS UNABLE TO GAIN ALTITUDE & SCRAPED THE TOPS OF METAL FENCE POSTS OFF THE DEPARTURE END OF THE RUNWAY.



Brief of Accident (Continued)

File No. - 2503

10/15/85

CHINO VALLEY, AZ

A/C Reg. No. N9660W

Time (Lc1) - 1500 MST

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER -
3. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED -
4. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED -
5. JUDGEMENT - POOR - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - FENCE
7. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2446      11/23/85      SUNIZONA,AZ      A/C Reg. No. N71300      Time (Lcl) - 1007 MST

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

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

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

Make/Model - CESSNA 172A	Eng Make/Model - LYCOMING D-320-E2H	ELT Installed/Activated - YES-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 - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - MILITARY	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	TUCSON,AZ	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	DOUGLAS,AZ	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - MILITARY (VFR)	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 - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 164
SE LAND	Months Since - 5	Last 24 Hrs - UNK/NR
	Aircraft Type - 172	Make/Model- 150
		Instrument- 1
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PERFORMING "LOW LEVEL SURVEILLANCE FOR DEER" A PAX POINTED OUTSIDE THE ACFT TO A FAMILIAR CAMP SITE. THE PLT STATED THIS ACTION DISTRACTED HIM & THEREAFTER HE FLEW UP A NARROW CANYON. UNABLE TO REVERSE COURSE BECAUSE OF RISING TERRAIN, THE PLT STATED HE "ELECTED TO STALL THE ACFT INTO THE TREES."

Brief of Accident (Continued)

File No. - 2446

11/23/85

SUNIZONA,AZ

A/C Reg. No. N7130Q

Time (Lc1) - 1007 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER DECISION,DIVERTED ATTENTION - PILOT IN COMMAND
4. ALTITUDE - INADEQUATE - PILOT IN COMMAND
5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
6. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - EXCEEDED
7. STALL - PERFORMED - PILOT IN COMMAND

----Probable Cause----

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

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. - 2572      12/04/85      DEER VALLEY, AZ      A/C Reg. No. N3334A      Time (Lcl) - 1705 MST

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

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

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

Make/Model	- PIPER PA-22	Eng Make/Model	- LYCOMING O-360	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 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- CALM</p> <p>Visibility - 60.0 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 CEDAR CITY, UT</p> <p>Destination DEER VALLEY, AZ</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data DEER VALLEY</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 1430
SE LAND	Months Since - UNK/NR	Make/Model- 80
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 6
		Last 30 Days- 10
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER BEGINING DESCENT FROM 7,500 FT. M.S.L. THE ACFT EXPERIENCED A TOTAL LOSS OF POWER. PRIOR TO DESCENT THE PLT RICHENED THE MIXTURE AND APPLIED CARB HEAT. THE PILOT RADIOED HIS POSITION & SITUATION TO DEER VALLEY TOWER, DEER VALLEY, ARIZONA WHILE NEGOTIATING AN EMERGENCY LANDING. PRIOR TO TOUCHDOWN, THE ACFT COLLIDED WITH SOME CACTUS BUSHES. THE ACCIDENT SITE IS LOCATED ABOUT 14 MILES NORTHWEST OF DEER VALLEY ARPT. THE POST ACCIDENT EXAMINATION OF THE WRECKAGE DISCLOSED THE CARB BOWL CONTAINED ABOUT 1 1/2 CUP OF WATER.

Brief of Accident (Continued)

File No. - 2572

12/04/85

DEER VALLEY, AZ

A/C Reg. No. N3334A

Time (Lcl) - 1705 MST

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

Finding(s)

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

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

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

Finding(s)

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

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2570      12/04/85      GILA BEND, AZ      A/C Reg. No. N32055      Time (Lc1) - 1928 MST

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

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

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

Make/Model - CESSNA 182G	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 - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

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

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
UNK/NR	Current - UNK/NR	Total - UNK/NR
	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ON DECEMBER 4, 1985, AT 1928 MST, A CESSNA 182, N32055, COLLIDED WITH A POWER UTILITY POLE NEAR PALOMA, AZ. VISUAL METEOROLOGICAL CONDITIONS PREVAILED AT THE TIME AND NO FLIGHT PLAN WAS FILED. THE AIRCRAFT WAS DESTROYED AND THE TWO PEOPLE ON BOARD THE AIRCRAFT RECEIVED FATAL INJURIES. THE ORIGIN, DESTINATION, AND TYPE OF FLIGHT OPERATIONS ARE UNKNOWN. THE ONLY PERSON IDENTIFIED AT THIS TIME WAS ROBERTO MENDEZ RAMIREZ FROM CABORCA, MEXICO. THE PILOT OF THE AIRCRAFT IS UNKNOWN.

Brief of Accident (Continued)

File No. - 2570

12/04/85

GILA BEND, AZ

A/C Reg. No. N3205S

Time (Lc1) - 1928 MST

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

Finding(s)

1. UNDETERMINED
2. OBJECT - UTILITY POLE

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

----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. - 2593      12/05/85      SCOTTSDALE, AZ      A/C Reg. No. N5298A      Time (Lcl) - 1330 MST

-----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 P210R	Eng Make/Model - CONTINENTAL TS10-520-CE	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 325 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	PAYSON, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MESA, AZ	SCOTTSDALE MUNI
Wind Dir/Speed- 040/005 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8251/ 75
Lowest Sky/Clouds -	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 15000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 67	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 5000
SE LAND	Months Since - UNK/NR	Make/Model- 14
	Aircraft Type - UNK/NR	Instrument- 200
		Multi-Eng - 1800
		Last 24 Hrs - 1
		Last 30 Days- 13
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

WHILE DESCENDING FROM 9,500 TO 5,000 FT MSL, THE PLT REPORTED THAT THE ENG SUDDENLY LOST ALL POWER. THE PLT STATED THAT HE WAS UNABLE TO RESTART THE ENG & MADE AN EMERGENCY LANDING AT A NEARBY ARPT. THE PLT, WHO HAD ENTERED THE DOWNWIND LEG FOR THE 8,251 FOOT LONG RWY, MISJUDGED HIS APPROACH, LANDED DIAGONALLY TO THE RWY, COLLIDED WITH A DITCH & NOSED OVER. THE ACFT WAS TESTED FOLLOWING ITS RECOVERY AND ALL SYSTEMS INCLUDING THE ENG OPERATED NORMALLY. THE CAUSE OF THE NON-MECHANICAL COMPLETE PWR LOSS WAS NOT DETERMINED. THE PLT DID NOT HAVE A CURRENT BFR & HAD A TOTAL OF 13.2 HOURS IN THIS AIRCRAFT, WHICH HE HAD RECENTLY PURCHASED.



Brief of Accident (Continued)

File No. - 2593

12/05/85

SCOTTSDALE, AZ

A/C Reg. No. N5298A

Time (Lc1) - 1330 MST

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

Finding(s)

1. UNDETERMINED
2. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT

Finding(s)

6. PLANNED APPROACH - INADEQUATE -
7. PROPER GLIDEPATH - NOT MAINTAINED -

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

Finding(s)

8. OBJECT - FENCE

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

Finding(s)

9. TERRAIN CONDITION - DITCH

Occurrence #5      NOSE OVER  
Phase of Operation      LANDING - ROLL

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2594

12/14/85

GLENDAL, AZ

A/C Reg. No. N3885F

Time (Lcl) - 1415 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - PIPER PA-34-200T  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 4570  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-360-E  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 180/003 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
GLENDAL, AZ  
Destination  
GLENDAL, 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

GLENDAL MUNI  
Runway Ident - 17  
Runway Lth/Wid - 2400/ 50  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND, ME LAND, SE SEA

Age - 46

Biennial Flight Review

Current - YES  
Months Since - 9.  
Aircraft Type - PA-23

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3700	Last 24 Hrs	- UNK/NR
Make/Model-	430	Last 30 Days-	UNK/NR
Instrument-	240	Last 90 Days-	30
Multi-Eng	- 2800		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER COMPLETING A LCL FLIGHT THE PLT RETURNED TO HIS HOME BASE ARPT & PROCEEDED TO LAND ON THE 2400 FT LONG RWY. THE PLT REPORTED THAT HE WAS UNABLE TO STOP AT ITS END AND COLLIDED WITH BARRICADES AND A FENCE. A WITNESS REPORTED THAT THE ACFT SKIDDED ON THE RWY FOR 1,000 FEET BEFORE OVERRUNNING ITS END. NO MECHANICAL FAILURES OR MALFUNCTIONS WERE REPORTED WITH THE ACFT.

Brief of Accident (Continued)

File No. - 2594

12/14/85

GLENDAL, AZ

A/C Reg. No. N3885F

Time (Lcl) - 1415 MST

Occurrence #1      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
5. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - FENCE
7. OBJECT - AIRPORT FACILITY

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

Finding(s)

8. LANDING GEAR - OVERLOAD

----Probable Cause----

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

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. - 2499      4/21/85      CASTAIC,CA      A/C Reg. No. N9406W      Time (Lcl) - UNK/NR

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire      NONE

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

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

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

Eng Make/Model      - LYCOMING O-540-B4135  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 235 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL

Basic Weather      - VMC

Wind Dir/Speed- 220/020 KTS

Visibility      - 10.0 SM

Lowest Sky/Clouds      - 2000 FT SCATTERED

Lowest Ceiling      - 3500 FT BROKEN

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

MARIPOSA,CA

Destination

LA VERNE,CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A

Runway Lth/Wid      - N/A

Runway Surface      - N/A

Runway Status      - N/A

ATC/Airspace

Type of Flight Plan      - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 29

Biennial Flight Review

Current      - YES

Months Since      - 12

Aircraft Type      - 150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 178

Make/Model- 97

Instrument- 3

Last 24 Hrs - UNK/NR

Last 30 Days- 18

Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REQUESTED AND RECEIVED A WEATHER BRIEFING FOR THE CROSS COUNTRY FLIGHT. VFR FLIGHT WAS NOT RECOMMENDED DUE TO MULTIPLE CLOUD LAYERS AND MOUNTAIN OBSCUREMENT. THE WRECKAGE WAS LOCATED THE FOLLOWING MORNING AT THE 3,500 FOOT ELEVATION IN MOUNTAINOUS TERRAIN.

Brief of Accident (Continued)

File No. - 2499

4/21/85

CASTAIC, CA

A/C Reg. No. N9406W

Time (Lc1) - UNK/NR

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
  2. PLANNING-DECISION - POOR - PILOT IN COMMAND
  3. WEATHER CONDITION - OBSCURATION
  4. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
  5. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

6. JUDGEMENT - POOR - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2516      4/30/85      FREMONT,CA      A/C Reg. No.. N7713V      Time (Lcl) - 1235 PDT

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

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

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

Make/Model - AERO COMMANDER CALLAIR A-9A	Eng Make/Model - LYCOMING O-54O-B2B5	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3000	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	FREMONT,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SKY SAILING
Wind Dir/Speed- 340/005 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1840/ 30
Lowest Sky/Clouds - 20000 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 - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 5570
SE LAND,ME LAND	Months Since - 1	Make/Model- 500
GLIDER	Aircraft Type - UNK/NR	Instrument- 82
		Multi-Eng - 375
		Last 24 Hrs - 2
		Last 30 Days- 17
		Last 90 Days- 106

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PURPOSE OF THE LOCAL FLIGHT WAS TO TOW A GLIDER ALOFT TO A LAUNCH POINT. THE PILOT SAID HE HAD NO MEMORY OF THE ACCIDENT FLIGHT. WITNESSES SAW THE AIRCRAFT MAKE A GO AROUND FORM SHORT FINAL AS A PEDESTRIAN WALKED ACROSS THE RUNWAY APPROACH END, AND THEN EXTEND A NON-STANDARD LEFT DOWNWIND PATTERN TO ALLOW SPACE FOR A GLIDER ON A RIGHT DOWNWIND TO LAND. AFTER THE ACFT TURNED FINAL, THE WITNESSES SAW THE AIRCRAFT SUDDENLY "PITCH 60 TO 75 DEGREES NOSE DOWN" AND ALMOST REGAINED A LEVEL FLIGHT ATTITUDE AT GROUND IMPACT 2,300 FEET FROM THE RUNWAY. TESTS OF THE AIRSPEED INDICATOR REVEALED THAT IT READ 13 MPH FAST AT THE ACFT'S POWER OFF STALL SPEED.

Brief of Accident (Continued)

File No. - 2516

4/30/85

FREMONT,CA

A/C Reg. No. N7713V

Time (Lc1) - 1235 PDT

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

Finding(s)

1. FLIGHT/NAV INSTRUMENTS,AIRSPED INDICATOR - FALSE INDICATION
2. STALL - INADVERTENT - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - GROUND
5. AIRSPED - IMPROPER - PILOT IN COMMAND
6. STALL - NOT IDENTIFIED - PILOT IN COMMAND
7. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2532      5/04/85      PERRIS, CA      A/C Reg. No. N157U      Time (Lcl) - 1920 PDT

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

Type Operating Certificate-AIR TRAVEL CLUB	Aircraft Damage				
Type of Operation -NON SCHED, DOMESTIC, PASSENGER	DESTROYED	Fatal	0	0	0
Flight Conducted Under -14 CFR 125	Fire	Crew	0	0	2
Accident Occurred During -TAKEOFF	ON GROUND	Pass	0	0	31

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

Make/Model - DOUGLAS DC3	Eng Make/Model - WRIGHT R-1820-GC	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 12500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 1200 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	PERRIS VALLEY
Wind Dir/Speed- 310/010 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 65
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 - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2200
SE LAND, ME LAND	Months Since - 20	Make/Model- 800
	Aircraft Type - DC-3	Instrument- 0
		Multi-Eng - 800
		Last 24 Hrs - 10
		Last 30 Days- UNK/NR
		Last 90 Days- 75

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT'S LEFT ENGINE CAUGHT FIRE DURING THE TAKEOFF ROLL. THE PILOT MANAGED TO STOP THE AIRCRAFT ON THE RUNWAY AND ALL 31 SKYDIVERS AND THE TWO MEMBER CREW EVACUATED WITHOUT INJURY. THE LEFT ENGINE PROPELLER HAD LOST ONE BLADE WHICH WAS FOUND SEVERAL DAYS LATER 3000 FEET WEST OF THE WRECKAGE. THERE WAS NO EVIDENCE FOUND TO SUBSTANTIATE COMPLIANCE WITH A MANDATORY AIRWORTHINESS DIRECTIVE ON THE PROPELLER BLADE.



Brief of Accident (Continued)

File No. - 2532

5/04/85

PERRIS,CA

A/C Reg. No. N157U

Time (Lcl) - 1920 PDT

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - FAILURE, TOTAL
  2. MAINTENANCE, COMPLIANCE WITH AD - NOT OBTAINED - COMPANY MAINTENANCE PSNL
  3. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION
- 

Occurrence #2        FIRE/EXPLOSION  
Phase of Operation    TAKEOFF - GROUND RUN

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2576      7/03/85      SAN DIEGO, CA      A/C Reg. No. N222CF      Time (Lc1) - 2110 PDT

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

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

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

Make/Model	- CESSNA 421A	Eng Make/Model	- CONTINENTAL GTS10-520-D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6840	Engine Type	- UNK/NR		
No. of Seats	- 7	Rated Power	- 375 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- 260/003 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 7000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(BRIGHT)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>RENO, NV</p> <p>Destination</p> <p>SAN DIEGO, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - VOR/TVOR</p> <p>FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>BROWN FLD MUNI</p> <p>Runway Ident - 26</p> <p>Runway Lth/Wid - 7999/ 200</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,CFI,FLT ENG</p> <p>SE LAND,ME LAND,SE SEA</p>	<p>Age - 24</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - 727</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1640</p> <p>Make/Model- 13</p> <p>Instrument- 125</p> <p>Multi-Eng - 37</p> <p>Last 24 Hrs - 8</p> <p>Last 30 Days- 36</p> <p>Last 90 Days- 47</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING ROLL OUT THE RIGHT MAIN GEAR COLLAPSED IN AN OUTWARD DIRECTION. EXAM OF THE RT GEAR REVEALED THAT THE BOLT WHICH IS ASSOCIATED WITH THE UPPER & LOWER GEAR TORQUE LINKS WAS MISSING. AN EXAM OF THE LEFT GEAR ASSEMBLY REVEALED THAT THE REQUIRED COTTER PIN, WHICH SECURES THE CORRESPONDING BOLT FOR THE LT GEAR, WAS MISSING.

Brief of Accident (Continued)

File No. - 2576

7/03/85

SAN DIEGO, CA

A/C Reg. No. N222CF

Time (Lcl) - 2110 PDT

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Occurrence            MAIN GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

1. LANDING GEAR, MAIN GEAR ATTACHMENT - DISCONNECTED
  2. MAINTENANCE, ANNUAL INSPECTION - IMPROPER - OTHER MAINTENANCE PSNL
- 

-----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. - 2401      7/05/85      GONZALES,CA      A/C Reg. No. N161HA      Time (Lc1) - 0715 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model      - HILLER UH-12E  
Landing Gear      - SKID  
Max Gross Wt      - 3100  
No. of Seats      - 3

Eng Make/Model      - ALLISON 250-C20  
Number Engines      - 1  
Engine Type      - TURBOSHAFT  
Rated Power      - 305 HP

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

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

Weather Data

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

Basic Weather      - VMC

Wind Dir/Speed- 360/003 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  
GONZALES,CA

Destination  
SALINAS,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      - DIRT  
Runway Status      - DRY

HIGH VEGETATION

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

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

Age - 61  
Biennial Flight Review  
Current      - YES  
Months Since      - 8  
Aircraft Type      - 12J3

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total	15000	Last 24 Hrs - 2
Make/Model-	2000	Last 30 Days- 25
Instrument-	75	Last 90 Days- 75
Multi-Eng -	1500	Rotorcraft - 10000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CRUISING DURING AN AG FLIGHT THE ACFT'S ENG BEGAN LOSING PWR. AT THE TIME THE ACFT WAS ABOUT 50 FT AGL & WAS TRAVELLING AT 50 MPH. THE PLT MADE A FORCED LDG ONTO A NEARBY PLOWED FLD. UPON TOUCHDOWN THE RT SKID DUG INTO A FURROW & THE ACFT ROLLED OVER. EXAM OF THE ACFT REVEALED THAT AN AIR LEAK HAD DEVELOPED AT THE FUEL FEED LINE INLET TO THE ELECTRIC BOOST PUMP. THE CONNECTOR INLET BUSHING BEING USED WAS NOT FOUND TO BE OF "ACFT QUALITY," & ITS CONDITION WAS OBSERVED TO BE RUSTED, PUTTED & ROUGH. THE INDIVIDUAL(S) RESPONSIBLE FOR ORIGINALLY PLACING THE UNAUTHORIZED PART IN SERVICE COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 2401

7/05/85

GONZALES,CA

A/C Reg. No. N161HA

Time (Lc1) - 0715 PDT

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

Finding(s)

1. FUEL SYSTEM,LINE FITTING - BOGUS PART
2. MAINTENANCE,REPLACEMENT - IMPROPER - OTHER MAINTENANCE PSNL
3. FUEL SYSTEM,LINE FITTING - CORRODED
4. FUEL SYSTEM,LINE FITTING - DETERIORATED
5. FUEL SYSTEM,LINE FITTING - FAILURE,TOTAL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT

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

Finding(s)

6. TERRAIN CONDITION - NONE SUITABLE
7. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - OPEN FIELD
8. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
9. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SOFT

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2404      7/06/85      SALINE VALLEY,CA      A/C Reg. No. N29461      Time (Lc1) - 1330 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	0
Accident Occurred During -LANDING					

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

Make/Model - PIPER PA-34-200T	Eng Make/Model - CONTINENTAL TS10-360-E	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	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	MAMMOTH LAKES,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MAMMOTH LAKES,CA	CHICKEN STRIP
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1300/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE	PRECAUTIONARY LANDING	
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 - 1800
SE LAND,ME LAND	Months Since - 9	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 800
		Last 30 Days- UNK/NR
		Instrument- 180
		Last 90 Days- 30
		Multi-Eng - 800
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A PLEASURE FLIGHT THE PLT OBSERVED A SLIGHT LT ENG FUEL PRESSURE FLUCTUATION. PREVIOUSLY, A SIMILAR FLUCTUATION TO THE RT ENG REVEALED THE PRESENCE OF A LEAKING FUEL LINE. FEARING FIRE BECAUSE OF A SUSPECTED FUEL LEAK TO THE LT ENG, THE PLT ELECTED TO MAKE AN IMMEDIATE PRECAUTIONARY LANDING AT THE FIRST OBSERVED "SUITABLE" LOCATION. ON SHORT FINAL APCH TO AN UNCHARTED, DIRT, 1300-FT-LONG AIRSTRIP, GUSTY WINDS WERE ENCOUNTERED. THE ACFT DROPPED, TOUCHED DOWN HARD AND BOTH MAIN GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2404

7/06/85

SALINE VALLEY, CA

A/C Reg. No. N29461

Time (Lc1) - 1330 PDT

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

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
  2. WEATHER CONDITION - GUSTS
- 

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

Finding(s)

3. 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

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. - 2405      7/07/85      DURHAM,CA      A/C Reg. No. N1048P      Time (Lcl) - 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 -LANDING					

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

Make/Model - HILLER UH-12B	Eng Make/Model - LYCOMING VO-540	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2500	Engine Type. - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 305 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	DURHAM,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DURHAM,CA	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	SOFT
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)
COMMERCIAL,CFI	Current - YES	Total - 728
SE LAND	Months Since - 13	Make/Model- 44
HELICOPTER	Aircraft Type - C-177RG	Instrument- 112
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 6
		Rotorcraft - 546

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PURPOSE OF THE LCL FLIGHT WAS FOR THE CFI TO DEMO THE NEWLY ACQUIRED HELICOPTER TO ITS OWNER. THE CFI REPORTED THAT DURING THE FLT A "SOMEWHAT COMMON" VIBRATION WAS DETECTED, & HE ASSOCIATED THE VIBRATION WITH THE ACFT'S WOODEN MAIN ROTOR BLADES. HE FURTHER REPORTED THAT HE MAY HAVE BEEN DISTRACTED BY THE VIBRATION, & HE FAILED TO OBSERVE THE POWER LINES WHICH WERE IN THE LANDING APPROACH PATH. AT ABOUT 60 FT AGL THE ACFT'S MAST COLLIDED WITH THE WIRES. CONTROL WAS LOST, & DURING THE HARD LANDING THE BLADES FLEXED DOWN CUTTING OFF THE TAIL BOOM.



Brief of Accident (Continued)

File No. - 2405

7/07/85

DURHAM,CA

A/C Reg. No. N1048P

Time (Lc1) - 1630 PDT

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

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI)
2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND(CFI)
3. OBJECT - WIRE, TRANSMISSION

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

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

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2444      7/16/85      THERMAL, CA      A/C Reg. No. N6322B      Time (Lcl) - 0500 PDT

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O235L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	THERMAL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	THERMAL
Wind Dir/Speed- 130/007 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 1.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 35
Lowest Sky/Clouds - 1400 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 96
SE LAND	Months Since - 2	Make/Model- 8
	Aircraft Type - PA28140	Instrument- 2
		Last 24 Hrs - 1
		Last 30 Days- 10
		Last 90 Days- 44

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED DURING A NIGHT VISUAL APPROACH WHILE PRACTICING LANDINGS. THE PAX STATED THAT THE ACFT WAS HIGH ON THE APPROACH AND THE PILOT WAS ADJUSTING HIS RATE OF DESCENT WHEN THE ACFT WENT DOWN.

Brief of Accident (Continued)

File No. - 2444

7/16/85

THERMAL, CA

A/C Reg. No. N6322B

Time (Lcl) - 0500 PDT

-----  
Occurrence #1            ABRUPT MANEUVER  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
  2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  3.        IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  4. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
  5. INSTRUMENT LIGHTS - INOPERATIVE
  6. STALL/SPIN - 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) 2,3,4,6

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2414

7/17/85

DURHAM,CA

A/C Reg. No. N7853

Time (Lcl) - 0545 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

Injuries

Type of Operation -AERIAL APPLICATION

DESTROYED

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 137

Fire

Crew

0

0

0

1

Accident Occurred During -LANDING

IN FLIGHT

Pass

0

0

0

0

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

Make/Model - GRUMMAN G-164A

Eng Make/Model - P&W R1340

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 4500

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 600 HP

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

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 - DAWN

Itinerary

Last Departure Point

DURHAM,CA

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - PRECAUTIONARY LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MCROE

Runway Ident - N/A

Runway Lth/Wid - 2000/ 100

Runway Surface - DIRT

Runway Status - DRY

ROUGH

-----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 - 5050

Last 24 Hrs - UNK/NR

SE LAND,ME LAND

Months Since - 6

Make/Model- 2500

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 78

Last 90 Days- 286

Multi-Eng - 130

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN AG FLIGHT IN WHICH A COMPOUND CONTAINING SULFUR DUST WAS BEING SPRAYED A FIRE BEGAN IN THE ACFT'S SPRAY APPARATUS. THE COCKPIT FILLED WITH HEAVY SMOKE & THE PLT MADE A SUCCESSFUL FORCED LDG IN THE UNDERLYING FIELD. THE FIRE SPREAD & EVENTUALLY CONSUMED THE ACFT. PRIOR TO THE ONSET OF THE FIRE, THE PLT DID NOT REPORT EXPERIENCING ANY MECHANICAL MALFUNCTION OR FAILURE WITH THE ACFT. THE CAUSE OF THE FIRE WAS NOT ASCERTAINED.

Brief of Accident (Continued)

File No. - 2414

7/17/85

DURHAM, CA

A/C Reg. No. N7853

Time (Lcl) - 0545 PDT

-----  
Occurrence #1        FIRE  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

Finding(s)  
1. SPRAY/DUSTING EQUIPMENT - UNDETERMINED  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT  
-----

Occurrence #3        FIRE  
Phase of Operation    LANDING

Finding(s)  
2. UNDETERMINED  
-----

----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. - 2441

7/17/85

MONTEREY, CA

A/C Reg. No. N15548

Time (Lcl) - 1252 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -DESCENT

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

Make/Model - PIPER PA-28-235

Eng Make/Model - LYCOMING O-540-B4B5

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3000

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 235 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 300/007 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MONTEREY, CA

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - UNK/NR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - WATER

Runway Status - N/A

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

Pilot-In-Command

Age - 60

Medical Certificate - EXPIRED

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 1923

Last 24 Hrs - UNK/NR

SE LAND, ME LAND

Months Since - 16

Make/Model- 60

Last 30 Days- UNK/NR

Aircraft Type - 95

Instrument- 250

Last 90 Days- UNK/NR

Multi-Eng - 334

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT TOOK OFF ON A TRAINING FLIGHT TO PRACTICE HOLDING OVER A VOR INTERSECTION 12 MILES OFF SHORE. APPROXIMATELY 12 MINUTES AFTER TAKE OFF THE PILOT DECLARED "MAYDAY, ROUGH ENGINE", TO THE MONTEREY, CALIFORNIA CONTROL TOWER CONTROL SPECIALIST. THE CONTROL SPECIALIST OBSERVED THE ACFTS RADAR TARGET VANISH FROM HIS BRITE TUBE AT AN ALTITUDE OF 1300 FEET. THE COAST GUARD RECOVERED A FEW PIECES OF DEBRIS FROM THE ACFT.

Brief of Accident (Continued)

File No. - 2441

7/17/85

MONTEREY, CA

A/C Reg. No. N15548

Time (Lc1) - 1252 PDT

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    MANEUVERING

Finding(s)

1. ENGINE ASSEMBLY - ERRATIC
- 

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

Finding(s)

2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
  3. PLANNING-DECISION - POOR - PILOT IN COMMAND
  4. REMEDIAL ACTION - NOT ATTAINED - PILOT IN COMMAND
  5. TERRAIN CONDITION - WATER, ROUGH
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2534      7/19/85      SODA SPRINGS,CA      A/C Reg. No. N7910J      Time (Lcl) - 1130 PDT

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

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

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

Make/Model	- BELL 206B	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	- 3200	Engine Type	- TURBOSHAFT			
No. of Seats	- 5	Rated Power	- 400 HP			

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 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 - NONE	Runway Status - DRY
Obstructions to Vision- NONE		HIGH VEGETATION
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)
COMMERCIAL,CFI,FLT ENG	Current - YES	Total - 10300
ME LAND,SE SEA,ME SEA	Months Since - 2	Make/Model- 1400
HELICOPTER	Aircraft Type - C-182	Instrument- 120
		Multi-Eng - 2100
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 0
		Rotorcraft - 2100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON JULY 19,1985 A BELL 206B LOST CONTROL WHILE MANEUVERING NEAR SODA SPRINGS,CA.THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED AND THE TWO PILOTS SUSTAINED SERIOUS INJURIES. THE REPORTED HE WAS MANEUVERING AT 30 MPH LOOKING FOR SHEEP IN MOUNTAINOUS TERRAIN WHEN HE EXPERIENCED A SUDDEN UNCOMMANDED YAW TO THE RIGHT,LOST CONTROL AND DESCENDED UNCONTROLLED INTO THE TERRAIN.HE ATTRIBUTED THE LOSS OF CONTROLLED INTO THE TERRAIN.HE ATTRIBUTED THE LOSS OF CONTROL AS A LOSS OF TAIL ROTOR EFFECTIVENESS. HE REPORTED NO MECHANICAL DIFFICULTIES PRIOR TO THE ACCIDENT.



Brief of Accident (Continued)

File No. - 2534

7/19/85

SODA SPRINGS, CA

A/C Reg. No. N7910J

Time (Lcl) - 1130 PDT

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

Finding(s)

1. LIGHT CONDITION - DAYLIGHT
2. COMPENSATION FOR WIND CONDITIONS - NOT IDENTIFIED - PILOT IN COMMAND
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2440

7/23/85

GOLETA, CA

, A/C Reg. No. N11490

Time (Lcl) - 0307 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
ON GROUND

Crew  
Pass

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 070/007 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

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

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

SANTA BARBARA  
Runway Ident - 25  
Runway Lth/Wid - 6049/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 28  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 17  
Make/Model- 17  
Instrument- 2  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE 17-HOUR STUDENT PILOT, WITH A PASSENGER ON BOARD, DEPARTED DURING EARLY MORNING HOURS AND CRASHED AND BURNED ON THE RUNWAY DURING THE TAKEOFF SEQUENCE.

Brief of Accident (Continued)

File No. - 2440

7/23/85

GOLETA, CA

A/C Reg. No. N11490

Time (Lcl) - 0307 PDT

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. LIGHT CONDITION - DARK NIGHT
3. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4. 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) 1,3,4

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2448      7/27/85      TAOHOMA, CA      A/C Reg. No. N6277Z      Time (Lcl) - 1820 PDT

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

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

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

Make/Model	- CESSNA TU206G	Eng Make/Model	- CONTINENTAL TS10-520-M	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- AMPHIBIAN	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 310 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 150/020 KTS</p> <p>Visibility - 9.0 SM</p> <p>Lowest Sky/Clouds - 5000 FT SCATTERED</p> <p>Lowest Ceiling - 10000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - UNK/NR</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAN JOSE, CA</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p>FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>HOMEWOOD</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - 15000/ 400</p> <p>Runway Surface - WATER</p> <p>Runway Status - WATER - CHOPPY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, SE SEA</p>	<p>Age - 44</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 18</p> <p>Aircraft Type - TU206G</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 780</p> <p>Make/Model- 500</p> <p>Instrument- 5</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- 30</p> <p>Last 90 Days- 80</p>
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Instrument Rating(s) - NONE

-----Narrative-----

ON JULY 27, 1985 A FLOAT EQUIPPED CESSNA TU206G LANDED ON CHOPPY WATER, NOSED OVER AND SANK AT THE SEAPLANE BASE IN LAKE TAHOE, CA. THE PILOT AND 1 PASSENGER WERE NOT INJURED. WITNESSES REPORTED THAT TIME WATER CONDITIONS WERE MODERATE CHOP WITH WAVES 2 TO 5 FT IN HEIGHT AND 20 KNOT WINDS. THE PILOT STATED THAT THEN 5 TO 6. FT ABOVE THE WATER, THE SEAT SLID BACK CAUSING THE CONTROL YOKE TO COME BACK. THE TAIL NOSED OVER INTO THE WATER AND SANK.

Brief of Accident (Continued)

File No. - 2448

7/27/85

TAOHOMA,CA

A/C Reg. No. N6277Z

Time (Lci) - 1820 PDT

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

Finding(s)

1. FUSELAGE, SEAT - NOT ENGAGED
  2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  3. CONTROL INTERFERENCE - INADVERTENT - PILOT IN COMMAND
- 

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

Finding(s)

4. TERRAIN CONDITION - WATER, ROUGH
  5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  6. WEATHER CONDITION - UNFAVORABLE WIND
  7. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2449      7/28/85      RAMONA, CA      A/C Reg. No. N56PS      Time (Lcl) - 1820 PDT

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

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

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

Make/Model - AEROTEK, INC. PITTS S-2A	Eng Make/Model - LYCOMING IO360-AIA	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	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	SAN DIEGO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 270/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 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 - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 1574
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- 4
		Instrument- 127
		Last 90 Days- 7

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON JULY 28, 1985 AT APPROXIMATELY 1820 HOURS, A PITTS S-2A, N56PS, OWNED AND OPERATED BY WILLIAM L. TRAVIS, CRASHED ON A HILLSIDE ON THE 192 DEG RADIAL, 12.8 NAUTICAL MILES FROM THE JULIAN VOR. THE FLIGHT WAS FOR THE PURPOSE OF AEROBATICS. THE AIRCRAFT WAS DESTROYED AND THE TWO OCCUPANTS WERE FATALLY INJURED. THE FLIGHT ORIGINATED FROM MONTGOMERY FIELD, SAN DIEGO, CA., ON JULY 28, 1985 AT APPROXIMATELY 1800 HOURS. ON-SCENE INVESTIGATION DISCLOSED NO EVIDENCE OF A PRE-IMPACT MALFUNCTION OR FAILURE OF THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 2449

7/28/85

RAMONA, CA

A/C Reg. No. N56PS

Time (Lcl) - 1820 PDT

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Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
  2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
  3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
  5. MANEUVER - IMPROPER - PILOT IN COMMAND
- 

---Probable Cause---

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2412      7/30/85      SONOMA, CA      A/C Reg. No. N6284T      Time (Lcl) - 1930 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
ON GROUND

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
1  
0

Minor  
1  
0

None  
0  
0

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

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

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

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 260/020 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  
SONOMA, CA  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

SONOMA SKYPARK  
Runway Ident      - 26  
Runway Lth/Wid      - 2500/ 30  
Runway Surface      - N/A  
Runway Status      - N/A

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

Pilot-In-Command

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

Age - 52

Biennial Flight Review

Current      - YES  
Months Since      - 4  
Aircraft Type      - C-T210

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1670	Last 24 Hrs -	3
Make/Model-	320	Last 30 Days-	12
Instrument-	206	Last 90 Days-	36
Multi-Eng -	70		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A DUAL INSTRUCTIONAL FLIGHT THE STUDENT PLT PRACTICED A FULL STOP LDG FOLLOWED BY A TAKE OFF. ON INITIAL CLIMB ALL ENG POWER WAS SUDDENLY LOST. WHEN THE CFI TOOK OVER THE CONTROLS & MANEUVERED THE ACFT FOR AN EMERGENCY LDG, THE ENG MOMENTARILY COUGHED & SPUTTERED. WHILE LANDING, THE ACFT COLLIDED WITH TREES & A POST CRASH FIRE ERUPTED WHICH SUBSEQUENTLY DESTROYED THE ACFT. THE CFI WAS REPORTED TO HAVE STATED TO RESCUE PERSONNEL, "GUESS I RAN OUT OF GAS."



Brief of Accident (Continued)

File No. - 2412

7/30/85

SONOMA,CA

A/C Reg. No. N6284T

Time (Lcl) - 1930 PDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
  2. FUEL CONSUMPTION CALCULATIONS - IMPROPER - FLIGHT INSTRUCTOR(ON GROUND)
  3. FLUID,FUEL - EXHAUSTION
  4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND(CFI)
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT

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

Finding(s)

5. OBJECT - TREE(S)
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2592

8/01/85

ARROYO GRANDE, CA

A/C Reg. No. N90328

Time (Lc1) - 1015 PDT

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

Type Operating Certificate-EXTERNAL LOAD

Aircraft Damage

SUBSTANTIAL

Injuries

Fatal

Serious

Minor

None

Type of Operation - OTHER WORK USE

Fire

Crew

0

0

0

1

Flight Conducted Under - 14 CFR 133

NONE

Pass

0

0

0

0

Accident Occurred During - LANDING

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

Make/Model - BELL 206 B3

Eng Make/Model - ALLISON 250 SER 400HP

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 3200

Engine Type - TURBOSHAFT

No. of Seats - 5

Rated Power - 420 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 225/015 KTS

Visibility - 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 - 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 - 33

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - 206 B3

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5959

Make/Model- 1600

Instrument- 292

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 170

Rotorcraft - 5959

Instrument Rating(s) - HELICOPTER

-----Narrative-----

WHILE HOVERING AND SLINGING AN EXTERNAL LOAD OVER ROUGH TERRAIN THE ENG CHIP LIGHT ILLUMINATED. THE PLT IMMEDIATELY POSITIONED THE ACFT TO RELEASE THE LOAD AND THE ENG BEGAN MAKING A "WHINING" NOISE. SEVERAL SECONDS LATER ALL ENG POWER WAS LOST. THE PLT AUTOROTATED TO A FIRM LANDING AND UPON TOUCHDOWN THE MAIN ROTOR BLADES FLEXED DOWNWARD AND SEVERED THE TAIL BOOM. EXAM OF THE ENG'S TURBINE COMPONENTS REVEALED THE PRESENCE OF A "SLUDGE" MATERIAL IN THE SCAVENGE OIL LINE FROM THE NO. 8 BEARING AND ALSO THE PRESENCE OF A HEAVY BUILD UP OF CARBON ON THE ENGINE ROTOR "PEASHOOTER" DRIVE SHAFT. THE ACCUMULATED MATERIAL CAUSED SHAFT RUB AND FAILURE OF THE POWER TURBINE'S INNER SHAFT. THE OPERATOR REPORTED THAT AN EARLY INSPECTION OF THE N1/N2 DRIVE SHAFT AREA COULD HAVE DETECTED THE PROBLEM AND PREVENTED THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2592

8/01/85

ARROYO GRANDE,CA

A/C Reg. No. N90328

Time (Lc1) - 1015 PDT

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

Finding(s)

1. LUBRICATING SYSTEM,OIL TUBING - BLOCKED(PARTIAL)
2. MAINTENANCE,SERVICE OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
3. TURBINE ASSEMBLY,SHAFT BEARING - BLOCKED(PARTIAL)
4. TURBINE ASSEMBLY,SHAFT - FAILURE,PARTIAL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT

Finding(s)

5. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
6. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

Finding(s)

7. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - NONE SUITABLE

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2587

8/02/85

ISLAND MOUNTAIN,CA

A/C Reg. No. N64033

Time (Lcl) - 1115 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire NONE  
Crew Pass

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

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

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

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 25.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
PALO ALTO,CA  
Destination  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
ON AIRSTRIP

Airport Data

MILLER RANCH  
Runway Ident - 24  
Runway Lth/Wid - 2000/ 70  
Runway Surface - GRAVEL  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 39

Biennial Flight Review  
Current - YES  
Months Since - 24  
Aircraft Type - 152

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

Total - 179	Last 24 Hrs - UNK/NR
Make/Model- 30	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 4
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

UPON ARRIVING OVER THE UNCHARTED, 2000-FOOT-LONG DIRT AIRSTRIP, THE PLT PLACED THE ACFT INTO LANDING CONFIGURATION & ATTEMPTED TO LAND. THE ACFT TOUCHED DOWN HARD, BOUNCED 3 TIMES, "FLOATED," OVERRAN THE RUNWAY'S END, WENT INTO A DITCH & NOSED OVER. THE PLT STATED THAT THE PREVIOUS YEAR HE HAD LANDED AT THE AIRSTRIP & HAD NOT EXPERIENCED DIFFICULTY.

Brief of Accident (Continued)

File No. - 2587

8/02/85

ISLAND MOUNTAIN, CA

A/C Reg. No. N64033

Time (Lc1) - 1115 PDT

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

Finding(s)

1. AIRSPEED(VSO) - EXCESSIVE - PILOT IN COMMAND
  2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
  3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2           OVERRUN  
Phase of Operation      LANDING - ROLL

-----

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

Finding(s)

4. TERRAIN CONDITION - DITCH
- 

Occurrence #4           NOSE OVER  
Phase of Operation      LANDING - ROLL

-----

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

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

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. - 2533      8/04/85      SANTA PAULA,CA      A/C Reg. No. N85168      Time (Lcl) - 1330 PDT

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

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

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

Make/Model - AERONCA 7AC	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	AGUA DULCE,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SANTA PAULA,CA	Runway Ident - N/A
Wind Dir/Speed- 040/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - WATER
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - WATER-CALM
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 589
SE LAND	Months Since - 8	Make/Model- 400
	Aircraft Type - 7AC	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 39

Instrument Rating(s) - NONE

-----Narrative-----

ON AUG 4, 1985 AN AERONCA 7AC COLLIDED WITH THE GROUND WHILE BUZZING OVER A SAND BAR NEAR SANTA PAULA, CA. VMC EXISTED AT THE TIME. THE AC SUSTAINED SUBSTANTIAL DAMAGE AND THE PVT PLT RECEIVED MINOR INJURIES. HE REPORTED NO MECHANICAL PROBLEMS WITH THE AC PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2533

8/04/85

SANTA PAULA, CA

A/C Reg. No. N85168

Time (Lcl) - 1330 PDT

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Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
  2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  4. LIGHT CONDITION - DAYLIGHT
  5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  6. JUDGEMENT - POOR - PILOT IN COMMAND
  7. BUZZING - INTENTIONAL - PILOT IN COMMAND
  8. CLEARANCE - NOT IDENTIFIED - PILOT IN COMMAND
- 

----Probable Cause----

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

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. - 2537

8/06/85

VAN NUYS,CA

A/C Reg. No. N6175C

Time (Lcl) - 1515 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - NORTH AMERICAN F-51D  
Landing Gear - TAILWHEEL-RETRACTABLE MAINS  
Max Gross Wt - 12500  
No. of Seats - 2

Eng Make/Model - ROLLS ROYCE V1650-7  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 1490 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- 120/008 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

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

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

VAN NUYS  
Runway Ident - 16  
Runway Lth/Wid - 8001/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 51

Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - T6

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

Total	-	290	Last 24 Hrs -	9
Make/Model-	0		Last 30 Days-	72
Instrument-	8		Last 90 Days-	92

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT ATTEMPTED TO MAKE HIS FIRST, SOLO, TAKE OFF IN THE F-51D MODEL ACFT. THE ACFT BECAME AIRBORNE & IMMEDIATELY ATTAINED A NOISE HIGH PITCH ATTITUDE. THE ANGLE OF ATTACK WAS THEN REDUCED & THE ACFT BOUNCED HARD OFF THE RWY BLOWING OUT ITS RIGHT MAIN TIRE. THE PLT LOST CONTROL OF THE ACFT, & AS IT YAWED LEFT, DRAGGING ITS WING TIP ON THE GROUND, IT VEERED OFF THE RWY & COLLIDED WITH THE ARPT'S VASI INSTALLATION.



Brief of Accident.(Continued)

File No. - 2537

8/06/85

VAN NUYS,CA

A/C Reg. No. N6175C

Time (Lc1) - 1515 PDT

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

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB  
1.      IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND  
2.      IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND  
-----

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

Finding(s)  
3. OBJECT - AIRPORT FACILITY  
-----

-----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. - 2411      8/06/85      HESPERIA,CA      A/C Reg. No. N6166H      Time (Lcl) - 0640 PDT

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

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

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

Make/Model - PIPER PA-28R-201T	Eng Make/Model - CONTINENTAL TS10-360	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point BAKERSFIELD,CA	Airport Data HESPERIA AIR LODGE
Method - N/A	Destination HESPERIA,CA	Runway Ident - 21
Completeness - N/A	ATC/Airspace	Runway Lth/Wid - 3910/ 50
Basic Weather - VMC	Type of Flight Plan - VFR	Runway Surface - ASPHALT
Wind Dir/Speed- CALM	Type of Clearance - NONE	Runway Status - DRY
Visibility - 50.0 SM	Type Apch/Lndg - TRAFFIC PATTERN FULL STOP	
Lowest Sky/Clouds - CLEAR		
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 266
SE LAND	Months Since - 2	Make/Model- 35
	Aircraft Type - C-172	Instrument- 3
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 15
		Rotorcraft - 1

Instrument Rating(s) - NONE

-----Narrative-----

UPON COMPLETING A X-C FLT, THE PLT PLACED THE LANDING GEAR SELECTOR IN THE DOWN POSITION, & THEREAFTER OBSERVED "THREE IN THE GREEN." THE PLT REPORTED THAT THE ACFT TOUCHED DOWN NORMALLY, & AS WEIGHT PLACED ONTO THE GEAR THE RIGHT MAIN GEAR RETRACTED. THE ACFT VEERED OFF TH RWY & SLID TO A STOP. THE LANDING GEAR & GEAR RETARACT SYSTEM WERE SUBSEQUENTLY EXAMINED. THEY WERE FOUND TO OPERATE NORMALLY, & APPEARED TO BE UNDAMAGED. THE REASON FOR THE RIGHT GEAR'S RETRACTION WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 2411

8/06/85

HESPERIA,CA

A/C Reg. No. N6166H

Time (Lcl) - 0640 PDT

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

Finding(s)  
1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - 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. - 2536      8/09/85      SANTA PAULA, CA      A/C Reg. No. N3359V      Time (Lcl) - 1600 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	1	1
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 150M  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1600  
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 230/010 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SANTA PAULA, CA  
Destination  
SANTA PAULA, CA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

SANTA PAULA  
Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - DIRT  
Runway Status - DRY  
HIGH VEGETATION

ATC/Airspace

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

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

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

Age - 73  
Biennial Flight Review  
Current - YES  
Months Since - 21  
Aircraft Type - 150

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

Total - 25964	Last 24 Hrs - 6
Make/Model- 1100	Last 30 Days- UNK/NR
Instrument- 1250	Last 90 Days- 87
Multi-Eng - 22560	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI, WHO WAS A RETIRED AIRLINE CAPTAIN, AND HIS STUDENT PILOT, EMBARKED ON A ROUND-ROBIN FLIGHT WHICH INCLUDED LANDINGS AT FOUR ARPTS. THE FUEL TANKS WERE NOT COMPLETELY FILLED PRIOR TO TH INITIAL DEPARTURE AND NO ADDITIONAL FUEL WAS OBTAINED DURING THE 2.4 HOUR LONG FLIGHT. FUEL EXHAUSTION OCCURRED AT TRAFFIC PATTERN ALT, ONE MILE FROM THE DESTINATION ARPT. THE CFI WAS UNABLE TO REACH THE RWY AND LANDED IN A SANDY RIVER BED 200 YARDS FROM THE ARPT.

Brief of Accident (Continued)

File No. - 2536

8/09/85

SANTA PAULA, CA

A/C Reg. No. N3359V

Time (Lc1) - 1600 PDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - DUAL STUDENT
2. FUEL CONSUMPTION CALCULATIONS - IMPROPER - FLIGHT INSTRUCTOR(ON GROUND)
3. REFUELING - NOT PERFORMED - FLIGHT INSTRUCTOR(ON GROUND)
4. JUDGEMENT - POOR - FLIGHT INSTRUCTOR(ON GROUND)
5. FLUID, FUEL - EXHAUSTION
6. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND(CFI)
7. IMPROPER USE OF PROCEDURE, EXPECTANCY - PILOT IN COMMAND(CFI)
8. ENGINE INSTRUMENT - INACCURATE - MANUFACTURER

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT

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

Finding(s)

9. TERRAIN CONDITION - NONE SUITABLE
10. TERRAIN CONDITION - ROUGH/UNEVEN
11. TERRAIN CONDITION - NONE SUITABLE

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

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

Factor(s) relating to this accident is/are finding(s) 2,3,5,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2538      8/12/85      BIG BEAR CITY, CA      A/C Reg. No. N2899B      Time (Lcl) - 0700 PDT

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

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

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

Make/Model - BELL 47G-2	Eng Make/Model - LYCOMING VO-43	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	APPLE VALLEY, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		ROUGH
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1709
SE LAND	Months Since - 2	Make/Model- 550
HELICOPTER	Aircraft Type - 47G2	Instrument- 0
		Last 24 Hrs - 6
		Last 30 Days- 25
		Last 90 Days- 50
		Rotorcraft - 1572

Instrument Rating(s) - NONE

-----Narrative-----

ON AUGUST 12, 1985, A BELL 47G2 HELICOPTER COLLIDED WITH A YUCCA TREE AND ROLLED OVER DURING A LANDING NEAR BIG BEAR CITY, CA. THE ACFT SUSTAINED SUBSTANTIAL DAMAGE AND THE PLT AND HIS TWO PASSENGERS WERE NOT INJURED. THE PURPOSE OF THE FLIGHT WAS A AERIAL OBSERVATION AT AN ELEVATION OF 7500 FEET, BUT THIS WAS NOT ACCOMPLISHED BECAUSE OF THE DENSITY ALTITUDE. THE PLT DESCENDED TO 4500 FEET TO DROP OFF ONE PASSENGER IN ORDER TO LIGHTEN THE LOAD. DURING HIS APPROACH TO LAND THE MAIN ROTOR BLADES STRUCK THE TREE AND THE AIRCRAFT ROLLED OVER. THE PLT REPORTED NO MECHANICAL PROBLEMS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2538

8/12/85

BIG BEAR CITY, CA

A/C Reg. No. N2899B

Time (Lcl) - 0700 PDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION -
  2. VISUAL LOOKOUT - MISJUDGED - PILOT IN COMMAND
  3. TERRAIN CONDITION - HIGH TERRAIN
  4. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND
  5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  6. LIGHT CONDITION - DAYLIGHT
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2410      8/14/85      SAINT HELENA, CA      A/C Reg. No. N5259K      Time (Lcl) - 1630 PDT

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

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

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

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	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 - 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	NAPA, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 200/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 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 - FORCED LANDING	Runway Status - ROUGH
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 - 74
SE LAND	Months Since - 13	Last 24 Hrs - 1
	Aircraft Type - C-172	Make/Model- 74
		Last 30 Days- 1
		Instrument- 4
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL PERSONAL FLT, THE PLT SAID THE "ENGINE BEGAN TO RUN ROUGH A SHAKE VIOLENTLY." WITH NOT ENOUGH POWER TO MAINTAIN ALTITUDE, THE PLT ELECTED TO MAKE AN EMERGENCY LANDING IN A FIELD, HOWEVER, OVERRAN THE FIELD AFTER TOUCHDOWN AND COLLIDED WITH GROUND OBSTRUCTIONS IN A VINEYARD. EXAMINATION OF THE ENGINE REVEALED STUCK INTAKE AND EXHAUST VALVES IN THE NUMBER ONE CYLINDER. IN ADDITION, THE EXHAUST VALVE PUSHROD WAS FOUND SEPARATED IN THE MIDDLE WITH SEVERE BATTERING PEENING NOTED TO THE BROKEN ENDS OF THE PUSHROD.



Brief of Accident (Continued)

File No. - 2410

8/14/85

SAINT HELENA, CA

A/C Reg. No. N5259K

Time (Lcl) - 1630 PDT

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

Finding(s)

1. ENGINE ASSEMBLY, VALVE - JAMMED
2. ENGINE ASSEMBLY, PUSH ROD - SEPARATION

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE
4. GO-AROUND - NOT POSSIBLE - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - NONE SUITABLE
6. - TREE(S)
7. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2588      8/18/85      BYRON, CA      A/C Reg. No. N97MS      Time (Lcl) - 1130 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire      NONE

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

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

Make/Model      - MIKE STONE MONI  
Landing Gear      - N/A  
Max Gross Wt      - UNK/NR  
No. of Seats      - UNK/NR

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

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- 330/008 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  
LIVERMORE, CA  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

Instrument Rating(s)      - AIRPLANE.

-----Narrative-----

WHILE ON THE INITIAL TEST FLT, THE AMATUER-BUILT R. M. STONE MONI ACFT CRASHED NEAR BYRON, CA. THE PLT REPORTED THAT DURING THE FLIGHT THE ACFT BEGAN TO "FLUTTER", FOLLOWED BY SEPARATION OF THE CANOPY. SHORTLY THEREAFTER THE ACFT ENTERED INTO AN UNCONTROLLABLE SPIN. THE PLT EXITED THE ACFTAND PARACHUTED SAFELY. THE ACFT WAS NOT RECOVERED.

Brief of Accident (Continued)

File No. - 2588

8/18/85

BYRON,CA

A/C Reg. No. N97MS

Time (Lc1) - 1130 PDT

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

Finding(s)

1. FLIGHT CONTROL SURFACES/ATTACHMENTS - FLUTTER
2. UNDETERMINED

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

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT  
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. - 2439      8/19/85      BAKERSFIELD,CA      A/C Reg. No. N9653J      Time (Lcl) - 1230 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	0
Accident Occurred During -LANDING					

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

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A4A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point DELANO,CA	
Method - N/A	Destination	Airport Data
Completeness - N/A	SAME AS ACC/INC	BAKERSFIELD AIRPARK
Basic Weather - VMC		Runway Ident - 31
Wind Dir/Speed- 010/008 KTS	ATC/Airspace	Runway Lth/Wid - 3150/ 50
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - 18000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 663
SE LAND	Months Since - 6	Make/Model- 500
	Aircraft Type - PA-28	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- 30
		Last 90 Days- 70
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT, AS HE WAS ON THE LANDING ROLL, TWO DOGS CHASED A HORSE ACROSS THE RUNWAY, AND THAT HE WAS UNABLE TO AVOID STRIKING THE HORSE WITH THE AIRCRAFT'S LEFT WING.

Brief of Accident (Continued)

File No. - 2439

8/19/85

BAKERSFIELD,CA

A/C Reg. No. N9653J

Time (Lc1) - 1230 PDT

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

Finding(s)  
1. OBJECT - ANIMAL(S)

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2481      8/20/85      SAN JOSE, CA      A/C Reg. No. N6900S      Time (Lc1) - 2018 PDT

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

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

-----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	RED BLUFF, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	REID HILLVIEW
Wind Dir/Speed- 260/007 KTS	ATC/Airspace	Runway Ident - 21R
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3101/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 146
SE LAND	Months Since - 23	Make/Model- 135
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- 4
		Last 90 Days- 7
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED HE WAS ON THE DOWNWIND LEG OF THE TRAFFIC PATTERN WHEN THE ENGINE QUIT. HE WAS UNABLE TO GLIDE TO THE RUNWAY AND LANDED IN A CONSTRUCTION AREA WHERE THE AIRCRAFT COLLIDED WITH A DIRT PILE AND FLIPPED OVER. HE FURTHER STATED THAT HE HAD FLOWN A TOTAL OF 3:40 WHEN THE ENGINE QUIT. RECOVERY PERSONNEL FOUND NO FUEL IN THE LEFT FUEL TANK AND APPROXIMATELY 2 1.2 GALLONS FROM THE RIGHT FUEL TANK.

Brief of Accident (Continued)

File No. - 2481

8/20/85

SAN JOSE, CA

A/C Reg. No. N6900S

Time (Lc1) - 2018 PDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. FUEL SUPPLY - DISREGARDED - 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

Occurrence #4      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2581      8/20/85      MONTEREY, CA      A/C Reg. No. N4807B      Time (Lcl) - 1600 PDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	MONTEREY, CA .	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	LOCAL	MONTEREY-PENINSULA
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 700 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- FOG		
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 - 72
SE LAND	Months Since - 6	Last 24 Hrs - UNK/NR
	Aircraft Type - 152	Make/Model- 72
		Last 30 Days- 10
		Instrument- 1
		Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

FOLLOWING AN UNEVENTFUL FLT, THE PILOT TAXIED TOWARDS HIS PARKING AREA. HE SAID AS HE LOOKED TO HIS RIGHT FOR A PARKING SPACE THE ACFTS LEFT WING IMPACTED A HANGER AND THE ACFT TURNED LEFT NOSING INTO THE HANGER DOOR.



Brief of Accident (Continued)

File No. - 2581

8/20/85

MONTEREY, CA

A/C Reg. No. N4807B

Time (Lc1) - 1600 PDT

-----  
Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAXI -- FROM LANDING

Finding(s)

1. OBJECT - AIRPORT FACILITY
2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2508

8/22/85

SYLMAR,CA

A/C Reg. No. N9726X

Time (Lcl) - 1620 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -FERRY

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

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

Make/Model - CESSNA 210

Eng Make/Model - CONTINENTAL IO-470

ELT Installed/Activated - NO -N/A

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 3000

Engine Type - RECIP-FUEL INJECTED

No. of Seats - UNK/NR

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- 250/008 KTS

Visibility - 25.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LANCASTER,CA

Destination

EL MONTE,CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Age - 63

Medical Certificate - EXPIRED

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - UNK/NR

Total - UNK/NR

Last 24 Hrs - UNK/NR

SE LAND,ME LAND,SE SEA

Months Since - UNK/NR

Make/Model- UNK/NR

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- UNK/NR

Last 90 Days- UNK/NR

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE AIRCRAFTS ENGINE EXPERIENCED MECHANICAL TROUBLE AND A FORCED LANDING ON A FREEWAY WAS ATTEMPTED. THE AIRCRAFT'S LEFT WING STRUCK A METAL CENTER DIVIDER DURING THE LANDING ROLLOUT. THE RESULTS OF AN ENGINE OIL ANALYSIS REVEALED HIGH CONCENTRATIONS OF SILICON, IRON, CHROMIUM, ALUMINUM AND COPPER, AND A MODERATE CONCENTRATION OF TIN.

Brief of Accident (Continued)

File No. - 2508

8/22/85

SYLMAR, CA

A/C Reg. No. N9726X

Time (Lcl) - 1620 PDT

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

Finding(s)  
1. ENGINE ASSEMBLY - 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)  
2. OBJECT - UTILITY POLE(MARKED)  
-----

-----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. - 2409      8/23/85      NEWPORT BEACH, CA      A/C Reg. No. N5422Q      Time (Lcl) - 1330 PST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HUNTINGTON BEA, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MEADOWLARK
Wind Dir/Speed- 210/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 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 - 58	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 2411
SE LAND, ME LAND	Months Since - 6	Make/Model- 638
GLIDER	Aircraft Type - C-180A	Instrument- 161
		Multi-Eng - 40
		Last 24 Hrs - 1
		Last 30 Days- 5
		Last 90 Days- 18
		Rotorcraft - UNK/NR
Instrument Rating(s) - AIRPLANE		

-----Narrative-----

THE ACFT WAS CIRCLING TO PHOTOGRAPH A SAILBOAT RACE. THE PLT RPTD THAT WHEN HE ATTEMPTED TO ROLLOUT OF THE TURN THE ACFT FLT CONTROLS DID NOT RESPOND. IN ORDER TO PREVENT A STALL THE PLT APPLIED FULL POWER AND PUSHED THE NOSE DOWNWARDS. THE ACFT COLLIDED WITH THE OCEAN AND SANK. BOTH OCCUPANTS EXITED THE ACFT AND DID NOT SUSTAIN ANY INJURIES.

Brief of Accident (Continued)

File No. - 2409

8/23/85

NEWPORT BEACH, CA

A/C Reg. No. N5422Q

Time (Lcl) - 1330 PST

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. ALTITUDE - IMPROPER - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - WATER, ROUGH

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2451      8/25/85      SAN MARTIN, CA      A/C Reg. No. N25660      Time (Lcl) - 1415 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	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 - PIPER PA38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 112 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- 340/008 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 25000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p style="padding-left: 20px;">GO AROUND</p> <p style="padding-left: 20px;">FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">SOUTH COUNTY</p> <p>Runway Ident - 32</p> <p>Runway Lth/Wid - 3100/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 24      Last 24 Hrs - 1
	Months Since - N/A	Make/Model- 24      Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 0      Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STALLED & COLLIDED WITH THE GROUND DURING AN ATTEMPTED GO-AROUND. THE PLT WAS A STUDENT ON HER 1ST SOLO FTL. DURING THE MANEUVER THE FLAPS REMAINED FULLY EXTENDED AND THE PLT TRIED TO TURN RT AT SLOW AIRSPEED.

Brief of Accident (Continued)

File No. - 2451

8/25/85

SAN MARTIN, CA

A/C Reg. No. N25660

Time (Lc1) - 1415 PDT

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

Finding(s)

1. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
  2. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
- 

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

Finding(s)

3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
  4.        IMPROPER USE OF PROCEDURE, TOTAL - 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. - 2447      8/26/85      GRASS VALLEY, CA      A/C Reg. No. N67488      Time (Lcl) - 1015 PDT

-----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	-DESCENT			0	0	0	1
				0	0	0	0

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

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

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRPORT	
Method	- N/A		
Completeness	- N/A	Airport Data	
Basic Weather	- VMC	NEVADA CO	
Wind Dir/Speed	- 180/010 KTS	Runway Ident	- 07
Visibility	- 10.0 SM	Runway Lth/Wid	- 3920/ 50
Lowest Sky/Clouds	- CLEAR	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 21	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 51	Last 24 Hrs - 1
	Months Since - N/A	Make/Model - 51	Last 30 Days - 16
	Aircraft Type - N/A	Instrument - 4	Last 90 Days - 19

Instrument Rating(s) - NONE

-----Narrative-----

AT THE CONCLUSION OF A LOCAL SOLO INSTRUCTIONAL FLT, THE PLT LOST CONTROL DURING A GO AROUND ATTEMPT AND CRASHED OFF THE LEFT SIDE OF THE RUNWAY. WHILE APPROACHING THE AIRPORT, THE PLT SAID THE UNICOM ADVISED THE WINDS AS LIGHT AND VARIABLE. ON SHORT FINAL FOR RWY 7, PLT SAID A "25 KT CROSS WIND" GUST BEGAN DRIFTING THE AIRCRAFT OFF THE RUNWAY AND HE INITIATED A GO AROUND. AFTER ADDING FULL POWER, PLT SAID HE "LIFTED THE NOSE TOO HIGH, DID NOT HAVE ENOUGH RIGHT RUDDER AND THE AIRCRAFT VEERED OFF THE LEFT SIDE OF THE RUNWAY AND CRASHED.



Brief of Accident (Continued)

File No. - 2447

8/26/85

GRASS VALLEY, CA

A/C Reg. No. N67488

Time (Lc1) - 1015 PDT.

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

Finding(s)

1. GO-AROUND - INITIATED - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - GROUND
6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
8. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2445

8/31/85

AVALON, CA

A/C Reg. No. N8409M

Time (Lcl) - 1416 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -AERIAL OBSERVATION

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 A150K

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

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

SAN DIEGO, CA

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - WATER

Runway Status - WATER - CHOPPY

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

Pilot-In-Command

Age - 36

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 3464

Last 24 Hrs - 4

SE LAND, ME LAND

Months Since - 1

Make/Model- UNK/NR

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 0

Last 90 Days- 200

Multi-Eng - 4

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT SAID THE OPERATION WAS ABOUT 4 AND 1/2 HOURS INTO A COMMERCIAL FISH SPOTTING FLT WHEN THE ENGINE "BEGAN TO RUN ROUGH, THEN QUIT ALTOGETHER." ATTEMPTS TO RESTART THE ENGINE WERE UNSUCCESSFUL AND THE PLT COMPLETED A POWER-OFF DITCHING AT SEA. THE PLT SAID HE WAS USING A LOW POWER SETTING DURING THE ENTIRE FLT AND HAD EXPERIENCED "SEVERAL CARBURATOR ICE" EPISODES PRIOR TO THE PROBLEM. THE PLT STATED THAT AT THE TIME OF THE ENGINE FAILURE, "THE ENGINE GAGES WERE GREEN AND I HAD ABOUT ONE-HALF TANK OF GAS."

Brief of Accident (Continued)

File No. - 2445

8/31/85

AVALON, CA

A/C Reg. No. N8409M

Time (Lcl) - 1416 PDT

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
5. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - WATER, ROUGH

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2487      9/01/85      CARPINTERIA, CA      A/C Reg. No. N9782K      Time (Lcl) - 1021 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	3
Accident Occurred During - LANDING					

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

Make/Model - STINSON 108-2	Eng Make/Model - FRANKLIN 6A4165-B3	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 165 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	REDLANDS, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SANTA BARBARA, CA	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - 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 - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 390
SE LAND	Months Since - 12	Make/Model- 23
	Aircraft Type - 172	Instrument- 51
		Last 24 Hrs - 1
		Last 30 Days- 2
		Last 90 Days- 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A X-C PLEASURE FLT ALL ENG PWR WAS SUDDENLY LOST WHEN THE PLT HEARD A "LOUD BANG." THE PLT MADE AN EMERGENCY LDG ON A POLO FIELD. DURING LDG FLARE THE PLT STALLED THE ACFT. THE RESULTING HARD TOUCHDOWN SUBSTANTIALLY DAMAGED THE ACFT. EXAM OF THE ACFT'S FRANKLIN ENG REVEALED A HOLE IN THE ENGINE'S ACCESSORY CASE. THE ENGINE'S CRANKSHAFT GEAR WAS MISSING. THE FAILURE OF THIS GEAR CONTRIBUTED TO CAUSING OTHER INTERNAL DAMAGE. IT IS UNKNOWN WHETHER THE CRANKSHAFT GEAR WAS THE PRIMARY COMPONENT TO FAIL. THE ENG HAD ACCUMULATED 2620 TOTAL HRS & 520 SMOH.

Brief of Accident (Continued)

File No. - 2487

9/01/85

CARPINTERIA, CA

A/C Reg. No. N9782K

Time (Lc1) - 1021 PDT

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

Finding(s)

1. ACCESSORY DRIVE ASSY - FAILURE, TOTAL
  2.    UNDETERMINED
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT

-----

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

Finding(s)

3. FLARE - MISJUDGED - PILOT IN COMMAND
  4. 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) 2,3,4

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2436      9/01/85      CALIFORNIA CITY, CA      A/C Reg. No. N711DP      Time (Lcl) - 1715 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - GLASFLUGEL ST LIEBELLE 201B  
Landing Gear - N/A  
Max Gross Wt - 660  
No. of Seats - 1

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 290/020 KTS  
Visibility - 25.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
CALIFORNIA CITY, CA  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND  
GLIDER

Age - 53

Biennial Flight Review

Current - YES  
Months Since - 17  
Aircraft Type - C-150

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 1426	Last 24 Hrs	- 3
Make/Model	- 125	Last 30 Days	- 16
Instrument	- 36	Last 90 Days	- 29
Multi-Eng	- 74	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE GLIDER LANDED OFF THE ARPT ON A ROAD AND GROUNDLOOPEO AFTER COLLIDING WITH SHRUBBERY. THE PLT COMPLAINED OF ENCOUNTERING A DOWNDRAFT DURING THE FLT.

Brief of Accident (Continued)

File No. - 2436

9/01/85

CALIFORNIA CITY, CA

A/C Reg. No. N711DP

Time (Lc1) - 1715 PDT

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
  2.    COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  3. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
- 

Occurrence #2            FORCED LANDING  
Phase of Operation       DESCENT - EMERGENCY

-----

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

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION
  5.    DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2505      9/02/85      PILOT HILL, CA      A/C Reg. No. N2484Z      Time (Lcl) - 0800 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

NONE  
Fire  
NONE

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

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

Make/Model      - PICARD AX6  
Landing Gear      - UNK/NR  
Max Gross Wt      - 1210  
No. of Seats      - UNK/NR

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

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

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

Weather Data

Wx Briefing      - NWS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- 360/005 KTS  
Visibility      - 8.0 SM  
Lowest Sky/Clouds      - 3500 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
  
FREE BALLOON

Age - 33  
Biennial Flight Review  
Current      - YES  
Months Since      - 1  
Aircraft Type      - AX-6

Medical Certificate - NO MEDICAL  
Flight Time (Hours)

Total	- 234	Last 24 Hrs -	1
Make/Model-	234	Last 30 Days-	11
Instrument-	0	Last 90 Days-	30

Instrument Rating(s) - NONE

-----Narrative-----

DURING INFLATION OF THE BALLOON PRIOR TO FLT, THE PLT SAID HE NOTICED A 5 KT GUST OF WIND. PLT THEN SENT A SMALL BALLOON ALOFT TO TEST THE WIND AND SAID IT "SHOWED A SLOWING OF THE WIND" AT 60 TO 80 FT AGL & ACCEPTABLE FLT CONDITIONS. AFTER LAUNCH THE WIND SHIFTED & BEGAN MOVING THE BALLOON TOWARD A HEAVILY FORESTED AREA DEVOID OF SAFE LANDING SITES. THE PLT ELECTED TO LAND IN A CLEARING WHEN IT BECAME EVIDENT THAT THE FLT PATH WOULD NOT CHANGE. THE PLT SAID HE ACTIVATED THE TEAR-OUT PANEL ABOUT 10 FT AGL & THE BALLOON BOUNCED, PARTIALLY EJECTING A PASSENGER. THE EJECTED PASSENGER WAS RESTRAINED BY ANOTHER PASSENGER & SUBSEQUENTLY DRAGGED ALONG THE GROUND WITH THE BALLOON BASKET. THE EJECTED PASSENGER SUSTAINED A FRACTURED RIB.



Brief of Accident (Continued)

File No. - 2505

9/02/85

PILOT HILL, CA

A/C Reg. No. N2484Z

Time (Lc1) - 0800 PDT

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

Finding(s)

1. TERRAIN CONDITION - NONE SUITABLE
2. WEATHER CONDITION - UNFAVORABLE WIND
3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. FLARE - MISJUDGED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2600

9/10/85

COALINGA, CA

A/C Reg. No. N4853X

Time (Lcl) - 1920 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

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 - ROCKWELL INTERNATIONAL S-2R

Eng Make/Model - P & W R1340AN1

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 6000

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- 270/004 KTS

Visibility - UNK/NR

Lowest Sky/Clouds -

Lowest Ceiling - 4000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

COALINGA, CA

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

DUSTER STRIP

Runway Ident - 60

Runway Lth/Wid - 2600 -UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

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

Pilot-In-Command

Age - 58

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 12000

Last 24 Hrs - 6

SE LAND

Months Since - 2

Make/Model- 5000

Last 30 Days- 90

Aircraft Type - UNK/NR

Instrument- 15

Last 90 Days- 150

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE TURNED ONTO THE FINAL APPROACH FOR LANDING ON RWY 36 AS THE SUN SET ON HIS UNLIGHTED AG STRIP. HE SAID THAT HE LOST SIGHT OF THE STRIP DURING THE LANDING FLARE, AND DRIFTED OF THE RIGHT SIDE OF THE RUNWAY INTO HIGH VEGETATION. THE DRAG OF THE VEGETATION NOSED THE ACFT OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 2600

9/10/85

COALINGA, CA

A/C Reg. No. N4853X

Time (Lc1) - 1920 PDT

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

Finding(s)

1. LIGHT CONDITION - DUSK
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
5. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - UNAVAILABLE

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - HIGH VEGETATION

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2579

9/15/85

ROSAMOND, CA

A/C Reg. No. N5788U

Time (Lc1) - 1405 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire NONE  
Crew 0  
Pass 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-LB  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 270/025 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  
MAMMOTH, CA  
Destination  
VAN NUYS, CA

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ROSAMOND  
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 - 8  
Aircraft Type - M20J

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	430
Make/Model-	87
Instrument-	109
Last 24 Hrs -	6
Last 30 Days-	20
Last 90 Days-	60

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ENROUTE TO VAN NUYS ARPT AT ABOUT 9500 FT, THE PLT REPORTED TO EDWARDS AFB APCH CONTROL THAT HE WAS EXPERIENCING A ROUGH RUNNING ENG. THE PLT REQUESTED AND RECEIVED A RADAR VECTOR TO WM J. FOX ARPT, LANCASTER, CA. SHORTLY THEREAFTER THE ENG SUSTAINED A TOTAL PWR LOSS. THE PLT EXECUTED AN EMERGENCY NEAR ROSAMOND ARPT. THE ENG EXAMINATION DISCLOSED A "DRILL BIT" REMNANT LODGED IN HE OIL PUMP CAUSING IT TO SIEZE. THE ENG SUSTAINED EXTREME HIGH TEMP DISTRESS FOLLOWED BY SEPARATION OF THE CON ROD. A 100-HOUR INSPECTION WAS PERFORMED ON THE ACFT WITHIN 80 HOURS PRECEDING THE ACCIDENT. THE MECHANIC REPORTED THAT HE COULD NOT REMEMBER IF HE HAD INSPECTED THE SCAVENGE PUMP OIL SCREEN DURING THE INSPECTION. METALURGICAL EXAMINATION DISCLOSED THE DRILL BIT HAD PENETRATED THE OIL SCREEN AND ENTERED INTO THE OIL PUMP. THE ORIGIN OF THE DRILL BIT COULD NOT BE DETERMINED. THE ENG HAD BEEN DISASSEMBLED 180 HOURS PRIOR TO THE ACCIDENT BY TELEDYNE CONTINENTAL MOTORS

Brief of Accident (Continued)

File No. - 2579

9/15/85

ROSAMOND, CA

A/C Reg. No. N5788U

Time (Lcl) - 1405 PDT

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

Finding(s)

1. LUBRICATING SYSTEM,OIL PRESSURE PUMP - JAMMED
2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
3. LUBRICATING SYSTEM,OIL PRESSURE PUMP - FOREIGN OBJECT
4. ENGINE ASSEMBLY,CONNECTING ROD - SEPARATION

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2488      9/21/85      WATSONVILLE, CA      A/C Reg. No. N2874B      Time (Lcl) - 1100 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire  
NONE

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

Make/Model - BELL 47G-2

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2649

No. of Seats - 3

Eng Make/Model - LYCOMING VO-435-A1D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 200 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/003 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

WATSONVILLE, CA

Destination

WATSONVILLE, CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - DRY

HIGH VEGETATION

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND,ME SEA

HELICOPTER

Age - 66

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - 182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 19236

Make/Model- 6448

Instrument- 31

Multi-Eng - 70

Last 24 Hrs - 6

Last 30 Days- 75

Last 90 Days- 213

Rotorcraft - 8446

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN AG FLT, AT ABT 5 FT AGL, THE PLT HEARD A LOUD BANG, THE ENG OVERSPED, & ALL PWR TO THE ROTOR BLADES WAS LOST. THE PLT ATTEMPTED TO IMMEDIATELY LAND IN THE UNDERLYING FIELD, BUT HAD INSUFFICIENT ALTITUDE/AIRSPED TO AUTOROTATE. THE ACFT TOUCHED DOWN, BOUNCED, & THE MAIN ROTOR BLADES FLEXED DOWN & SEVERED THE TAIL BOOM. EXAM OF THE CLUTCH REVEALED THAT POOR CONTACT WAS BEING MADE BETWEEN THE SHOES & DRUM. EXAM OF THE FREE WHEELING UNIT REVEALED IT CONTAINED NUMEROUS ROLLERS WHICH WOULD NOT LOCK. IT IS UNKNOWN WHICH COMPONENTS'S FAILURE WAS PRIMARY.

Brief of Accident (Continued)

File No. - 2488

9/21/85

WATSONVILLE,CA

A/C Reg. No. N2874B

Time (Lc1) - 1100 PDT

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

Finding(s)

1. ROTOR DRIVE SYSTEM,CLUTCH ASSEMBLY - UNDETERMINED
  2. ROTOR DRIVE SYSTEM,FREEWHEELING UNIT(OTHER) - UNDETERMINED
- 

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

-----  
Occurrence #3      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----  
Occurrence #4      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. EMERGENCY PROCEDURE - NOT POSSIBLE - PILOT IN COMMAND
  4. 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) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2486

9/21/85

SELMA, CA

A/C Reg. No. N45382

Time (Lcl) - 1500 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -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- 300/005 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 25000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
LANCASTER, CA  
Destination  
SELMA, CA

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

SELMA  
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 - 48  
Biennial Flight Review  
Current - YES  
Months Since - 15  
Aircraft Type - C-150M

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

Total	-	324	Last 24 Hrs	-	2
Make/Model	-	272	Last 30 Days	-	UNK/NR
Instrument	-	UNK/NR	Last 90 Days	-	36
Multi-Eng	-	UNK/NR	Rotorcraft	-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPTD THE ACFT EXPERIENCED A TOTAL LOSS OF POWER DURING THE DESCENT TO SELMA ARPT. THE PILOT DID NOT APPLY CARB HEAT BEFORE BEGINING THE DESCENT. DURING THE SUBSEQUENT FORCED LANDING THE ACFT LEFT WING STRUCK A TELEPHONE POLE. THE ENGINE OPERATED NORMALLY DURING THE POST ACCIDENT EXAMINATION. THE ACFT CONTAINED ABOUT 10 GALS OF FUEL. THE TEMP/DEW POINT SPREAD AT THE TIME OF THE ACCIDENT WERE 64 DEG F & 44 DEG F. ACCORDING TO THE CARB ICING CURVE, THE ACFT WAS OPERATING IN THE SERIOUS CARB. ICING RANGE AT GLIDE POWER.



Brief of Accident (Continued)

File No. - 2486

9/21/85

SELMA, CA

A/C Reg. No. N45382

Time (Lcl) - 1500 PDT

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
2. PROCEDURES/DIRECTIVES - NOT PERFORMED - PILOT IN COMMAND
3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
4. - NOT USED - 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)

5. OBJECT - UTILITY POLE

-----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. - 2484      9/23/85      SAN JOSE, CA      A/C Reg. No. N973T      Time (Lcl) - 1900 PDT

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

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

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

Make/Model - BEECH P60	Eng Make/Model - LYCOMING IO-540-	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - UNK/NR	Rated Power - 350 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	COLUMBIA, CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAN JOSE, CA	REID HILLVIEW
Wind Dir/Speed- 300/006 KTS	ATC/Airspace	Runway Ident - 31R
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3100/ 75
Lowest Sky/Clouds -	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 15000 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1965
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 2
	Aircraft Type - 6-60	Make/Model- 741
		Last 30 Days- 11
		Instrument- 97
		Last 90 Days- 29
		Multi-Eng - 1585
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LANDING ROLL, THE ACFT VEERED OFF THE RIGHT SIDE OF THE RNWY AND MADE CONTACT WITH A TAXIWAY MARKER WHICH WAS THEN THROWN AGAINST THE ACFT, PUNCTURING THE PRESSURE BULKHEAD COMPARTMENT. EXAMINATION OF THE LEFT BRAKE ASSEMBLY REVEALED EVIDENCE OF LEAKING HYDRAULIC FLUID AND AN EMPTY FLUID RESERVOIR. THE "O" RINGS IN THE LEFT BRAKE MIDDLE PISTON WERE FOUND TO BE "FLATTENED"

Brief of Accident (Continued)

File No. - 2484

9/23/85

SAN JOSE, CA

A/C Reg. No. N973T

Time (Lcl) - 1900 PDT

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

Finding(s)

1. OBJECT - OBJECT
2. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, TOTAL

-----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. - 2575      9/25/85      CONCORD, CA      A/C Reg. No. N64981      Time (Lcl) - 1536 PDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CONCORD, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BUCHANAN FIELD
Wind Dir/Speed- 260/012 KTS	ATC/Airspace	Runway Ident - 32R
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4600/ 150
Lowest Sky/Clouds - 20000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 108
SE LAND	Months Since - 1	Make/Model- 48
	Aircraft Type - 152	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 16
		Last 90 Days- 41

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED TO TURN TO THE LEFT DURING THE TAKEOFF GROUND ROLL ON RWY 32R AT BUCHANAN AIRPORT, CONCORD, CALIFORNIA AND EXIT THE RWY ENVIRONMENT. THE CERTIFICATED PRIVATE PLT REPORTED THAT SHORTLY AFTER APPLYING FULL POWER THE ACFT "SWERVED" TO THE LEFT AND RIGHT RUDDER APPLICATION WAS NOT SUFFICIENT TO ARREST THE LEFT TURN EXCURSION. THE NOSE GEAR COLLAPSED AFTER THE ACFT ENTERED THE SOFT DIRT ADJACENT TO THE RWY. THE SURFACE WINDS WERE 260 DEGREES AT 12 KNOTS.

Brief of Accident (Continued)

File No. - 2575

9/25/85

CONCORD, CA

A/C Reg. No. N64981

Time (Lc1) - 1536 PDT

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

Finding(s)

1. STARTING PROCEDURE - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2      NOSE GEAR COLLAPSED  
Phase of Operation   TAKEOFF - GROUND RUN

Finding(s)

3. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
4. TERRAIN CONDITION - SOFT

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2507      9/29/85      HUNTINGTON BCH,CA      A/C Reg. No. N231GW      Time (Lcl) - 1750 PDT

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

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

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

Make/Model - MOONEY AIRCRAFT CORP. M20K	Eng Make/Model - CONTINENTAL TS10-360 SER	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 210 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	FULLERTON,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MEADOWLARK
Wind Dir/Speed- 200/008 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2330/ 36
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 390
SE LAND	Months Since - 6	Make/Model- 12
	Aircraft Type - M20K	Instrument- 66
		Last 24 Hrs - 0
		Last 30 Days- 3
		Last 90 Days- 7

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT ACKNOWLEDGED THAT ON SHORT FINAL APPROACH TO THE 2330 FT-LONG RWY, THE ACFT'S SPEED WAS "A LITTLE HOT", & DURING LDG FLARE THE ACFT "FLOATED IN GROUND EFFECT". AFTER THE ACFT BOUNCED 3 TIMES THE PLT DECIDED TO GO AROUND & HE APPLIED FULL PWR. THE PLT FORGOT TO RAISE THE FLAPS FROM THEIR FULLY EXTENDED POSITION. THE ACFT OVERRAN THE RUNWAY'S END COLLIDING WITH A RWY LIGHT, 2 PARKED ACFT & A TRUCK, & IT CAME TO REST UPON IMPACTING A COMMERCIAL BLDG. WHICH HOUSED A FBO.

Brief of Accident (Continued)

File No. - 2507

9/29/85

HUNTINGTON BCH,CA

A/C Reg. No. N231GW

Time (Lc1) - 1750 PDT

Occurrence #1      OVERRUN  
Phase of Operation      LANDING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
4. ABORTED LANDING - DELAYED - PILOT IN COMMAND

Occurrence #2      OVERRUN  
Phase of Operation      LANDING

Finding(s)

5. FLT CONTROL SYST, WING FLAP CONTROL - IMPROPER
6. GO-AROUND - DELAYED - PILOT IN COMMAND
7. RAISING OF FLAPS - INATTENTIVE - PILOT IN COMMAND

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

Finding(s)

8. OBJECT - RUNWAY LIGHT
9. OBJECT - AIRCRAFT PARKED
10. OBJECT - VEHICLE
11. OBJECT - BUILDING(NONRESIDENTIAL)

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2438      10/05/85      BLYTHE, CA      A/C Reg. No. N7919      Time (Lcl) - 1353 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - WILLIE II  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - UNK/NR  
No. of Seats - 2

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

ELT Installed/Activated - YES/YES  
Stall Warning System - 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- 050/006 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
YUMA, AZ

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

BLYTHE MUNI  
Runway Ident - 08  
Runway Lth/Wid - 6560/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 32

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1260	Last 24 Hrs	- UNK/NR
Make/Model	- 30	Last 30 Days	- UNK/NR
Instrument	- 200	Last 90 Days	- 30
Multi-Eng	- 990	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON OCT 5, 1985 A WILLIE II HOMEBUILT CRASHED ON TAKEOFF AFTER ITS LEFT MAIN LANDING GEAR COLLAPSED. VMC EXISTED AT THE TIME AND NO FLT PLAN WAS FILED. THE AC SUSTAINED SUBSTANTIAL DAMAGE AND THE TWO OCCUPANTS RECEIVED MINOR INJURIES. THE WINDS WERE FROM 050. AT 8 KTS. THE PLT DID NOT STATE WHY THE GEAR COLLAPSED.



Brief of Accident (Continued)

File No. - 2438

10/05/85

BLYTHE,CA

A/C Reg. No. N7919

Time (Lc1) - 1353 PDT

-----  
Occurrence #1      MAIN GEAR COLLAPSED  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR,MAIN GEAR - UNDETERMINED
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2485      10/11/85      RUTH,CA

A/C Reg. No. N1983W

Time (Lcl) - 1900 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire                          NONE

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

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

Make/Model    - BEECH B19  
Landing Gear   - TRICYCLE-FIXED  
Max Gross Wt   - 2150  
No. of Seats   - 2

Eng Make/Model - LYCOMING O-320-E3D  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 150 HP

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

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

Weather Data

Wx Briefing    - FSS  
Method        - TELEPHONE  
Completeness   - WEATHER NOT PERTINENT  
Basic Weather   - VMC  
Wind Dir/Speed - 300/010 KTS  
Visibility     - 10.0 SM  
Lowest Sky/Clouds -  
Lowest Ceiling        - 1500 FT BROKEN  
Obstructions to Vision - NONE  
Precipitation        - NONE  
Condition of Light    - DUSK

Itinerary

Last Departure Point  
FORTUNA,CA  
Destination  
RUTH,CA

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

RUTH  
Runway Ident        - 31  
Runway Lth/Wid     - 3170/ 45  
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   - 11  
Aircraft Type - B19

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total        - 118      Last 24 Hrs - 1  
Make/Model- 20        Last 30 Days- UNK/NR  
Instrument- 6         Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE 117 HR PVT PLT COMPLETED A 50 MIN FLT AT DUSK & PREPARED FOR LDG ON RWY 31. THE PLT HAD NEVER LANDED ON THAT RWY BEFORE & STATED THAT HE WAS UNAWARE OF THE REMARKS CONTAINED IN THE ARPT/FACILITY DIRECTORY INDICATING THAT THE THRESHOLD FOR RWY 31 HAD BEEN DISPLACED 70' BECAUSE OF THE PRESENCE OF A BERM. THE ACFT WAS LOW ON SHORT FINAL APCH & COLLIDED WITH THE BERM.

Brief of Accident (Continued)

File No. - 2485

10/11/85

RUTH,CA

A/C Reg. No. N1983W

Time (Lcl) - 1900 PDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
3. TERRAIN CONDITION - DISPLACED THRESHOLD
4. TERRAIN CONDITION - DIRT BANK
5. COMMUNICATIONS/INFORMATION/ATC - NOT OBTAINED - PILOT IN COMMAND
6. IMPROPER DECISION, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
7. LIGHT CONDITION - DUSK
8. PROPER GLIDEPATH - NOT ATTAINED - PILOT IN COMMAND
9. CLEARANCE - MISJUDGED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2490      10/13/85      CONCORD, CA

A/C Reg. No. N47340

Time (Lcl) - 1948 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

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

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

Make/Model    - PIPER PA-28R-201T  
Landing Gear   - TRICYCLE-RETRACTABLE  
Max Gross Wt   - 2150  
No. of Seats   - 4

Eng Make/Model - CONTINENTAL TS10-360-FBI    ELT Installed/Activated - YES/YES  
Number Engines - 1                                Stall Warning System - YES  
Engine Type    - RECIP-FUEL INJECTED  
Rated Power    - 200 HP

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

Weather Data

Wx Briefing        - 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 - NIGHT(DARK)

Itinerary

Last Departure Point  
SANTA BARBARA, CA  
Destination  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

BUCHANAN FLD  
Runway Ident       - 19  
Runway Lth/Wid    - 4712/ 150  
Runway Surface    - ASPHALT  
Runway Status      - DRY

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

Pilot-In-Command

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

Age - 32

Biennial Flight Review

Current            - YES  
Months Since      - 2  
Aircraft Type     - PA28236

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 182	Last 24 Hrs	- 6
Make/Model	- 12	Last 30 Days	- 22
Instrument	- 5	Last 90 Days	- 45

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS LANDING AT NIGHT AT THE CONCLUSION OF A CROSS COUNTRY FLT. ON ENTRY TO THE DOWNWIND FOR FWY 19R, THE PLT ASKED THAT THE APPROACH LIGHTS BE TURNED UP FULL BRIGHT. ON SHORT FINAL, THE PLT SAID SHE ENCOUNTERED EXCESSIVE GLARE IN HER CONTACT LENSES FROM THE APPROACH LIGHTS WHICH DISTRACTED HER. THE AIRCRAFT LANDED SHORT OF THE RUNWAY, COLLIDING WITH BOTH THE APPROACH LIGHTS AND AN AIRPORT BOUNDARY FENCE.

Brief of Accident (Continued)

File No. - 2490

10/13/85

CONCORD, CA

A/C Reg. No. N47340

Time (Lcl) - 1948 PDT

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

Finding(s)

1. PLANNED APPROACH - INACCURATE - PILOT IN COMMAND
2. LIGHT CONDITION - NIGHT
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
5.       IMPROPER DECISION, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - APPROACH LIGHT/NAVAID
7. OBJECT - FENCE

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2480      10/18/85      TURLOCK, CA      A/C Reg. No. N5059G      Time (Lc1) - 1850 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Fatal

0

Crew

Pass

0

Injuries

Serious

0

Minor

1

None

0

0

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

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

Eng Make/Model   - LYCOMING O-235-K2C  
Number Engines    - 1  
Engine Type       - RECIPROCATING-CARBURETOR  
Rated Power       - 115 HP

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

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

Weather Data

Wx Briefing       - NO RECORD OF BRIEFING  
Method            - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed-   350/004 KTS  
Visibility          - 5.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling     - NONE  
Obstructions to Vision- HAZE  
Precipitation       - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
LAKEPORT, CA  
Destination  
MERCED, CA

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 31  
Biennial Flight Review  
Current            - YES  
Months Since       - 11  
Aircraft Type      - UNK/NR

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

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

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE A FORCED LNDG AFTER A LOSS OF POWER DURING A DESCENT. THE PLT STATED THAT THE ENG RPM DECREASED TO 1100 WITH ALL OTHER GAUGES IN THE GREEN. HE ALSO SAID HE COULD NOT GET THE FUEL DRAIN SUMPT TO DRAIN AS IT WAS FROZEN SHUT DURING PREFLT. THE PLT SAID HE MANIPULATED THE THROTTLE AND CARB HEAT AFTER THE POWER LOSS BUT IT DID NOT HELP. ATTEMPTS TO GET THE PLT TO FILE AN ACC REPORT SINCE THE ACC HAVE BEEN UNSUCCESSFUL. IT IS REPORTED THAT HE HAS QUIT HIS JOB AND DISCONNECTED HIS HOME PHONE.

Brief of Accident (Continued)

File No. - 2480

10/18/85

TURLOCK, CA

A/C Reg. No. N5059G

Time (Lc1) - 1850 PDT

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

Finding(s)

1. FUEL SYSTEM, DRAIN - FROZEN
2. AIRCRAFT PREFLIGHT - CONFLICTING - PILOT IN COMMAND
3. LIGHT CONDITION - DAYLIGHT
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
6. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
7. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

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

Finding(s)

8. TERRAIN CONDITION - DIRT BANK

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2482      10/19/85      SAN DIEGO, CA

A/C Reg. No. N9323S

Time (Lcl) - 0710 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      0  
0

Minor      0  
0

None  
1  
1

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

Make/Model    - BEECH 24R  
Landing Gear   - TRICYCLE-FIXED  
Max Gross Wt   - 2750  
No. of Seats   - 4

Eng Make/Model - AVCO IO-360-A1B6  
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 - 360/005 KTS  
Visibility     - 40.0 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  
QUINCY, CA

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

MONTGOMERY  
Runway Ident    - 28L  
Runway Lth/Wid - 3399/ 60  
Runway Surface   - ASPHALT  
Runway Status    - DRY

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

Pilot-In-Command

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

Age - 47

Biennial Flight Review

Current        - YES  
Months Since   - 3  
Aircraft Type   - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total        - 184  
Make/Model   - 107  
Instrument    - 18  
Multi-Eng    - UNK/NR  
Last 24 Hrs   - 13  
Last 30 Days - UNK/NR  
Last 90 Days - UNK/NR  
Rotorcraft   - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A DITCH DURING TAXI TO TAKEOFF. THE PLT WAS TAXIING INTO THE SUN AND WENT INTO THE DITCH WHEN THE TAXIWAY TURNED TO THE RT. THE PLT SAID HE WAS BLINDED BY THE RISING SUN.



Brief of Accident (Continued)

File No. - 2482

10/19/85

SAN DIEGO, CA

A/C Reg. No. N9323S

Time (Lcl) - 0710 PDT

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

Finding(s)

1. TERRAIN CONDITION - DITCH
2. VISUAL LOOKOUT - NOT ATTAINED - PILOT IN COMMAND
3. LIGHT CONDITION - DAWN
4. IMPROPER DECISION, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
5. LIGHT CONDITION - SUNGLARE

----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) 3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2504      10/20/85      PALO ALTO, CA      A/C Reg. No. N2491Y      Time (Lcl) - 1740 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
ON GROUND

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

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

Make/Model      - PIPER PA28-181  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2550  
No. of Seats      - 4

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

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 160/008 KTS  
Visibility      - 13.0 SM  
Lowest Sky/Clouds      - 2500 FT SCATTERED  
Lowest Ceiling      - 10000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

PALO ALTO  
Runway Ident      - 30  
Runway Lth/Wid      - 2500/ 65  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 31  
Biennial Flight Review  
Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

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

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID THAT AFTER LANDING AND TURNING ONTO THE PARALLEL TAXIWAY, THE ENGINE QUIT. DURING AN ATTEMPTED RE-START, FIRE WAS NOTICED COMING FROM THE ENGINE COMPARTMENT. THE PLT AND HIS PASSENGER EVACUATED THE ACFT, AND ARPT PERSONNEL PUT OUT THE FIRE. THE ACFT WAS EXAMINED BY AN FAA AIRWORTHINESS INSPECTOR WHO REPORTED NO EVIDENCE OF BROKEN, DISCONNECTED OR LEAKING FLUID LINES FORWARD OF THE FIREWALL.

Brief of Accident (Continued)

File No. - 2504

10/20/85

PALO ALTO, CA

A/C Reg. No. N2491Y

Time (Lcl) - 1740 PDT

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Occurrence

FIRE

Phase of Operation

TAXI - FROM LANDING

Finding(s)

1. FUEL SYSTEM, CARBURETOR - OTHER

2. STARTING PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2506      10/22/85      OAKDALE, CA      A/C Reg. No. N6047N      Time (Lcl) - 1500 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor      None

0      0      0

1  
0

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

Make/Model      - CESSNA 210M  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3800  
No. of Seats      - 6

Eng Make/Model - CONTINENTAL TS10-520  
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- 140/005 KTS  
Visibility      - 25.0 SM  
Lowest Sky/Clouds - 12000 FT SCATTERED  
Lowest Ceiling      - 25000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

OAKDALE  
Runway Ident      - 10  
Runway Lth/Wid      - 3020/ 66  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 64  
Biennial Flight Review  
Current      - YES  
Months Since      - 20  
Aircraft Type - 210

Medical Certificate - EXPIRED

Flight Time (Hours)  
Total      - 975      Last 24 Hrs - 1  
Make/Model- 200      Last 30 Days- 12  
Instrument- 0      Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID THAT HE MADE A "FAIRLY RAPID DESCENT" FROM A 10,500 FT MSL CRUISE ALT TO THE AIRPORT PATTERN AND EXPERIENCED A "PAINFUL PRESSURE" IN HIS EARS. THE PLT SAID HE WAS ALSO WEARING A HEADSET. ON ENTRY INTO THE PATTERN, THE PLT SAID HE "FORGOT TO LOWER THE LANDING GEAR" AND BELIEVES THAT, DUE TO BOTH THE "PAINFUL EAR PRESSURE" AND THE MUFFLING EFFECT OF THE HEADSET, THE GEAR WARNING HORN WAS SOUNDING BUT ALL HE HEARD WAS A "FAINT BACKGROUND PULSE THAT (HE) DISMISSED AS RADIO NOISE OF SOME KIND."

Brief of Accident (Continued)

File No. - 2506

10/22/85

OAKDALE,CA

A/C Reg. No. N6047N

Time (Lcl) - 1500 PDT

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

Finding(s)

1. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
  2. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
  3.        IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
  4.        IMPROPER USE OF PROCEDURE, PHYSICAL IMPAIRMENT (ORGANIC PROBLEM) - PILOT IN COMMAND
  5.        IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2501      10/26/85      FULLERTON, CA      A/C Reg. No. N98954      Time (Lcl) - 1850 PDT

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

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

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

Make/Model	- CESSNA 172P	Eng Make/Model	- LYCOMING O-320-D2J	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	- 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 - 3.000 SM</p> <p>Lowest Sky/Clouds - PART OBS</p> <p>Lowest Ceiling - UNK/NR</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>FULLERTON, CA</p> <p>Destination</p> <p>FULLERTON, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p>FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>FULLERTON MUNI</p> <p>Runway Ident - 24</p> <p>Runway Lth/Wid - 3121/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL, CFI, FLT ENG</p> <p>SE LAND, ME LAND</p>	<p>Age - 33</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 18</p> <p>Aircraft Type - C-172</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1017</p> <p>Make/Model- 22</p> <p>Instrument- 97</p> <p>Multi-Eng - 45</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 58</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN INSTRUCTIONAL FLT THE STUDENT PLT, WHO HAD A TOTAL OF 5 HRS OF FLT TIME, ATTEMPTED TO LAND WITH THE FLAPS EXTENDED TO THE 20 DEG POSITION. THE ACFT BALLOONED, & THE CFI TOOK CONTROL & ELECTED TO COMPLETE THE LANDING. INSUFFICIENT RWY REMAINED & THE ACFT OVERRAN ITS END, TRAVERSED A DRAINAGE DITCH AND COLLIDED WITH A FENCE. THE CFI REPORTED THAT, MECHANICALLY, THE ACFT WAS IN PROPER WORKING CONDITION. HE ALSO STATED THAT HE WAS UNAWARE OF THE EFFECT REMOVING THE 20 DEG OF FLAPS WOULD HAVE ON THE ACFT'S STOPPING DISTANCE, SO HE LEFT THE FLAPS EXTENDED.

Brief of Accident (Continued)

File No. - 2501

10/26/85

FULLERTON,CA

A/C Reg. No. N98954

Time (Lcl) - 1850 PDT

Occurrence #1      ABRUPT MANEUVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. ELEVATOR - EXCESSIVE - DUAL STUDENT
2. FLARE - MISJUDGED - DUAL STUDENT
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND(CFI)
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
6. JUDGEMENT - POOR - PILOT IN COMMAND(CFI)

Occurrence #2      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

7. RAISING OF FLAPS - NOT SELECTED - PILOT IN COMMAND(CFI)
8. JUDGEMENT - POOR - PILOT IN COMMAND(CFI)

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

Finding(s)

9. TERRAIN CONDITION - DITCH

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

Finding(s)

10. OBJECT - FENCE

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2548      11/03/85      ANGWIN, CA      A/C Reg. No. N21491      Time (Lcl) - 1105 PST

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

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

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

Make/Model	- PIPER PA-28-181	Eng Make/Model	- LYCOMING O-360-A4M	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2550	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP.		

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

<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</p> <p style="padding-left: 20px;">ANGWIN, CA</p> <p>Destination</p> <p style="padding-left: 20px;">ANGWIN, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">VIRGIL O. PARRETT FIELD</p> <p>Runway Ident - 34</p> <p>Runway Lth/Wid - 3217/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p>	<p>Age - 39</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 22</p> <p>Aircraft Type - T-206</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1600</p> <p>Make/Model- 12</p> <p>Instrument- 12</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- 6</p> <p>Last 90 Days- 6</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

NEAR THE COMPLETION OF A DUAL INSTRUCTIONAL FLT WITH A PRE-SOLO STUDENT, THE CFI FOLLOWED THE PROCEDURES RECOMMENDED IN THE AIR & ANNOUNCED HIS CESSNA ACFT'S POSITION OVER THE CTAF STATING HIS INTENTIONS & IDENTIFYING HIS LOCATION ON THE 45 DEG, ENTRY & DOWNWIND LEGS. THE CFI FAILED TO TRANSMIT HIS POSITION ON THE FINAL APPROACH LEG, & FAILED TO OBSERVE A PIPER ACFT ON ITS TAKEOFF ROLL. THE PLT IN THE PIPER ACFT, WHO WAS PREPARING TO DEPART, FAILED TO ANNOUNCE HIS INTENTIONS & POSITION ON THE TAXIWAY/RWY. FAILED TO OBSERVE THE INBND CESSNA & RENCE FAILED TO GIVE THAT ACFT THE RIGHT-OF-WAY AS REQUIRED. AS THE PIPER WAS BEING ROTATED FOR TAKEOFF THE CESSNA DESCENDED ONTO & COLLIDED WITH IT. THE PIPER PLT ABORTED HIS TAKEOFF, & CESSNA LANDED WITHOUT FURTHER MISHAP. BOTH PLTS REPORTED THAT THE PRESENCE OF TALL TREES LOCATED ADJACENT TO THE RWY'S APPROACH HAD OBSTRUCTED THEIR VISION.



Brief of Accident (Continued)

File No. - 2548

11/03/85

ANGWIN, CA

A/C Reg. No. N21491

Time (Lcl) - 1105 PST

Occurrence

MIDAIR COLLISION

Phase of Operation

TAKEOFF - GROUND RUN

Finding(s)

1. RADIO COMMUNICATIONS - NOT USED - PILOT IN COMMAND
2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
3. VFR PROCEDURES - IMPROPER - PILOT IN COMMAND
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. - 2548      11/03/85      ANGWIN,CA      A/C Reg. No. N24932      Time (Lc1) - 1105 PST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ANGWIN,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ANGWIN,CA	VIRGIL O. PARRETT FIELD
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3217/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 5450
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - 16	Make/Model- 3100
	Aircraft Type - C-152	Instrument- 147
		Multi-Eng - 425
		Last 24 Hrs - 1
		Last 30 Days- 42
		Last 90 Days- 160
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

NEAR THE COMPLETION OF A DUAL INSTRUCTIONAL FLT WITH A PRE-SOLO STUDENT, THE CFI FOLLOWED THE PROCEDURES RECOMMENDED IN THE AIM 7 & ANNOUNCED HIS CESSNA ACFT'S POSITION OVER THE CTAF STATING HIS INTENTIONS & IDENTIFYING HIS LOCATION ON THE 45 DEG. ENTRY & DOWNWIND LEGS. THE CFI FAILED TO TRANSMIT HIS POSITION ON THE FINAL APPROACH LEG, & FAILED TO OBSERVE A PIPER ACFT ON ITS TAKEOFF ROLL. THE PLT IN THE PIPER ACFT, WHO WAS PREPARING TO DEPART, FAILED TO ANNOUNCE HIS INTENTIONS & POSITION ON THE TAXIWAY/RWY, FAILED TO OBSERVE THE INBND CESSNA & RENCE FAILED TO GIVE THAT ACFT THE RIGHT-OF-WAY AS REQUIRED. AS THE PIPER WAS BEING ROTATED FOR TAKEOFF THE CESSNA DESCENDED ONTO & COLLIDED WITH IT. THE PIPER PLT ABORTED HIS TAKEOFF, & THE CESSNA LANDED WITHOUR FURTHER MISHAP. BOTH PLTS REPORTED THAT THE PRESENCE OF TALL TREES LOCATED ADJACENT TO THE RWY'S APPROACH HAD OBSTRUCTED THEIR VISION.

Brief of Accident (Continued)

File No. - 2548

11/03/85

ANGWIN, CA

A/C Reg. No. N24932

Time (Lcl) - 1105 PST

Occurrence

MIDAIR COLLISION

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI)
2. VFR PROCEDURES - IMPROPER - PILOT IN COMMAND(CFI)
3. OBJECT - TREE(S)

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2585      11/08/85      MAMMOTH LAKES,CA      A/C Reg. No. N3096R      Time (Lcl) - 1540 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

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

1

1

Minor

0

0

None

0

0

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

Make/Model    - PIPER PA-28R-200  
Landing Gear   - TRICYCLE-RETRACTABLE  
Max Gross Wt   - 2600  
No. of Seats   - 4

Eng Make/Model - LYCOMING IO-360-CIC  
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- 230/015 KTS  
Visibility     - 40.0 SM  
Lowest Sky/Clouds - 10000 FT SCATTERED  
Lowest Ceiling   - NONE  
Obstructions to Vision- NONE  
Precipitation   - NONE  
Condition of Light   - DAYLIGHT

Itinerary

Last Departure Point  
MAMMOTH LAKES,CA  
Destination  
UPLAND,CA

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

MAMMOTH-JUNE LAKES  
Runway Ident    - 27  
Runway Lth/Wid   - 7000/ 100  
Runway Surface   - UNK/NR  
Runway Status    - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 53

Biennial Flight Review

Current        - YES  
Months Since   - 23  
Aircraft Type   - PA28R20

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total        - 2081  
Make/Model-   970  
Instrument-    90  
Last 24 Hrs - 2  
Last 30 Days- 9  
Last 90 Days- 31

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT WHEN HE OBSERVED THE ARPT'S WIND SOCK IN PREPARATION FOR DEPARTURE THE WIND WAS BLOWING DOWN THE RWY WITH OCCASIONAL GUSTS THAT DID NOT SEEM OVER 20 KTS. AFTER TAKING OFF & CLIMBING TO ABT 100 FT AGL, THE ACFT ENCOUNTERED TURBULENCE LIKELY ASSOCIATED WITH A MOUNTAIN WAVE CONDITION. THE PLT STATED & A GROUND-BASED WITNESS REPORTED THAT THE ACFT RAPIDLY ROLLED 90 DEG. RT & DESCENDED. JUST BEFORE COLLIDING WITH TERRAIN THE ACFT'S WINGS WERE LEVELED. NO MECHANICAL FAILURES OR MALFUNCTIONS WERE REPORTED BY THE PLT. 30 MIN AFTER THE CRASH THE ARPT'S SPECIAL WX OBSERVATION LISTED THE PRESENCE OF STANDING LENTICULAR ALTOCUMULUS CLDS IN ALL QUADRANTS, & THE SURFACE WINDS WERE 15 KTS GUSTING TO 25 KTS.

Brief of Accident (Continued)

File No. - 2585      11/08/85      MAMMOTH LAKES, CA      A/C Reg. No. N3096R      Time (Lcl) - 1540 PST

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

Finding(s)

1. WEATHER CONDITION - MOUNTAIN WAVE
  2. WIND INFORMATION - NOT ATTAINED - PILOT IN COMMAND
  3. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
  4. JUDGEMENT - POOR - PILOT IN COMMAND
  5. WEATHER CONDITION - TURBULENCE IN CLOUDS
- 

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

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

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

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

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

### Brief of Accident

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

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

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

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REID-HILLVIEW
Runway Ident      - 31
Runway Lth/Wid    - 3101/    75
Runway Surface    - ASPHALT
Runway Status     - DRY

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Total	-	69	Last 24 Hrs	-	6
Make/Model	-	9	Last 30 Days	-	11
Instrument	-	2	Last 90 Days	-	19

---Narrative---

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Brief of Accident (Continued)

File No. - 2547

11/17/85

SAN JOSE, CA

A/C Reg. No. N41309

Time (Lc1) - 1821 PST

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

Finding(s)

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

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

Finding(s)

6. OBJECT - FENCE
7. PROPER GLIDEPATH - NOT POSSIBLE - PILOT IN COMMAND
8. STALL/MUSH - INTENTIONAL - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2574

11/21/85

STOCKTON, CA

A/C Reg. No. N3459T

Time (Lcl) - 1934 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - CESSNA 177  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2350  
No. of Seats - 4

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

ELT Installed/Activated - YES/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 - 7.0 SM  
Lowest Sky/Clouds - 3000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
LODI, CA  
Destination  
STOCKTON, CA

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

STOCKTON  
Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - DIRT  
Runway Status - HIGH VEGETATION  
SOFT

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

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

Age - 34  
Biennial Flight Review  
Current - YES  
Months Since - 5  
Aircraft Type - 177

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 422  
Make/Model- 64  
Instrument- 90  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 19

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER PERFORMING A PREFLIGHT INSPECTION OF HIS ACFT, THE PIC ALONG WITH A CFI WHO WAS ACTING AS HIS SAFETY PLT, AND ANOTHER PASSENGER DEPARTED. THE CFI REPORTEDLY HAD LOGGED OVER 19,000 HOURS & POSSESSED AN ATP CERTIFICATE. THE PIC DID NOT REPORT HAVING ANY MECHANICAL FAILURE/MALFUNCTION WITH ANY ACFT COMPONENT, & STATED THAT THE ACFT'S FUEL GAUGES FUNCTIONED PROPERLY. DURING A PRACTICE NDB APPROACH, THE FUEL GAUGES REGISTERED "EMPTY" & ALL ENG PWR WAS LOST. THE PIC MADE A FORCED LANDING IN A VINEYARD FIVE MILES FROM THE DESTINATION AIRPORT. THE LEFT TANK'S FUEL CAP WAS NOT LOCATED AT THE LANDING SITE.



Brief of Accident (Continued)

File No. - 2574

11/21/85

STOCKTON,CA

A/C Reg. No. N3459T

Time (Lcl) - 1934 PST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. AIRCRAFT PREFLIGHT - INATTENTIVE - PILOT IN COMMAND
2. IFR PROCEDURE - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, INATTENTIVE -
4. FUEL SYSTEM, CAP - LACK OF
5. FLUID, FUEL - SIPHONING
6. FLUID, FUEL - EXHAUSTION
7. FUEL CONSUMPTION CALCULATIONS - NOT UNDERSTOOD - PILOT IN COMMAND
8. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT

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

Finding(s)

9. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIGH VEGETATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,7,8.

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2586      11/23/85      TUSTIN, CA      A/C Reg. No. N5353Y      Time (Lcl) - 1550 PST

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

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

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

Make/Model - PIPER PA-23-250	Eng Make/Model - LYCOMING O-540-A18B5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5300	Engine Type - RECIPROCATING-CARBURETOR	
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	MADERA, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SANTA ANA, CA	JOHN WAYNE ARPT
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 2200 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - ROUGH
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 8000
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 152
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 225
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT'S MECHANIC PERFORMED A PRE-PURCHASE INSPECTION OF THE ACFT. NO MALFUNCTIONS WERE DETECTED WITH THE FUEL SYSTEM, & THE MECHANIC INFORMED THE PLT THAT THE ACFT WAS OVERALL "IN GOOD CONDITION." LATER IN THE DAY THE PLT PURCHASED THE ACFT, & AFTER OBSERVING THAT ITS MAIN FUEL TANKS WERE VIRTUALLY FULL HE TOOK OFF. ACCORDING TO THE PLT, WITH FULL MAIN FUEL TANKS THE ACFT'S ENDURANCE WOULD BE 2.8 HRS. DURING THE FLIGHT THE PLT OBSERVED THE MAIN TANKS' FUEL GAUGES, & THEY INDICATED THE FUEL LEVEL TO BE AT 1/2 & 1/4 CAPACITY. 10 MIN LATER BOTH ENGINES LOST ALL POWER, & PLT MADE A FORCED LDG IN AN UNDERLYING SOFT FIELD. EXAM OF THE FUEL TANKS' BLADDERS REVEALED THAT SOME OF THE SNAP FASTENERS DESIGNED TO SECURE THE TOPS OF THE BLADDERS WERE EXCESSIVELY WEATHER CHECKED & HAD SHRUNK.

Brief of Accident (Continued)

File No. - 2586

11/23/85

TUSTIN,CA

A/C Reg. No. N5353Y

Time (Lc1) - 1550 PST

Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation STANDING

Finding(s)

1. FUEL SYSTEM,TANK - FAILURE,PARTIAL
2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL

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

Finding(s)

3. FLUID,FUEL - EXHAUSTION
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
5. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION

Occurrence #3 FORCED LANDING  
Phase of Operation DESCENT

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

Finding(s)

6. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2591      11/27/85      SANTA MARIA, CA      A/C Reg. No. N32998      Time (Lcl) - 1950 PST

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

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

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

Make/Model - PIPER PA-32-300	Eng Make/Model - LYCOMING IO-540-K1A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	OCEANO, CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SANTA MARIA PUBLIC
Wind Dir/Speed- 300/005 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6300/ 150
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 1170 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- FOG	FULL STOP	
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 6963
SE LAND, ME LAND	Months Since - 22	Make/Model- 444
	Aircraft Type - 152	Instrument- 595
		Multi-Eng - 3470
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 118

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER COMPLETING A NIGHTTIME BUSINESS FLIGHT, THE PLT LANDED AND TAXIED TO PARKING. ENROUTE THE PLT ATTEMPTED TO TAXI BETWEEN TWO HANGARS AND AROUND A WASH RACK. THE ACFT COLLIDED WITH AN UNMARKED CURB ADJACENT TO THE WASH RACK AND THE GEAR COLLAPSED BENDING THE RIGHT WING. THE PLT STATED THAT THE CURB PROTRUDED INTO AN AREA OF THE RAMP WHERE ACFT ARE PERMITTED TO TAXI.

Brief of Accident (Continued)

File No. - 2591

11/27/85

SANTA MARIA, CA

A/C Reg. No. N32998

Time (Lcl) - 1950 PST

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

Finding(s)

1. LIGHT CONDITION - NIGHT
  2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2            MAIN GEAR COLLAPSED  
Phase of Operation      TAXI - FROM LANDING

Finding(s)

3. LANDING GEAR, MAIN GEAR SHOCK ABSORBING STRUT - OVERLOAD
  4. WING, SPAR - BENT
- 

----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. - 2546      11/27/85      LIKELY,CA

A/C Reg. No. N6878B

Time (Lcl) - 1400 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - PIPER PA-18A-150  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1600  
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/YES  
Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 230/005 KTS  
Visibility - 25.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - 3000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
LIKELY,CA  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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

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

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

Age - 42  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 247  
Make/Model- 24  
Instrument- 3  
Last 24 Hrs - 1  
Last 30 Days- 3  
Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PRACTICING POWER-OFF FORCED LANDINGS IN AN OPEN, SNOW COVERED FIELD, THE PILOT SAID HE APPLIED THE THROTTLE TO ABORT THE APPROACH BUT THE ENGINE "SPUTTERED THEN QUIT." THE AIRCRAFT LANDED IN THE SNOW COVERED FIELD AND FLIPPED OVER. THE PILOT SAID HE THOUGHT "IT WAS CARBURETOR ICE." THE CLOSEST OFFICIAL WEATHER REPORTING STATION (4 NM NORTH OF THE ACCIDENT SITE) WAS REPORTING THE TEMPERATURE/DEW POINT AS 37 AND 32 DEGREES RESPECTIVELY.

Brief of Accident (Continued)

File No. - 2546

11/27/85

LIKELY,CA

A/C Reg. No. N6878B

Time (Lcl) - 1400 PST

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. FUEL SYSTEM,CARBURETOR - ICE
3. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - 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) 1,2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2573      12/01/85      SAN JOSE, CA      A/C Reg. No. N75PB      Time (Lcl) - 1427 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire NONE  
Crew Pass

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

Make/Model - PITTS S1-C  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1650  
No. of Seats - 1

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

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

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

Weather Data

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

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

REID-HILLVIEW  
Runway Ident - 13R  
Runway Lth/Wid - 3099/ 75  
Runway Surface - DIRT  
Runway Status - WET

Wind Dir/Speed- 110/011 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - 3500 FT SCATTERED  
Lowest Ceiling - 15000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

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

Age - 46  
Biennial Flight Review  
Current - YES  
Months Since - 4  
Aircraft Type - UNK/NR

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

Total	-	954	Last 24 Hrs -	2
Make/Model-	38		Last 30 Days-	7
Instrument-	117		Last 90 Days-	25
Multi-Eng -	185			

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS PRACTICING TAKEOFF AND LANDINGS ON RWY 13 AT REID-HILLVIEW AIRPORT, SAN JOSE, CA. THE PLT REPORTED THAT DURING THE BASE LEG TO FINAL TURN, WHILE NEGOTIATING A "POWER-OFF" APCH, HE ATTEMPTED BY APPLY PWR BUT WAS UNABLE TO DO SO. THE ACFT CRASHED IN A MUDDY FIELD ABOUT 1/4 MILE NORTHWEST OF THE APCH END OF THE RWY. THE ENG OPERATED NORMALLY DURING THE POST-ACCIDENT FUNCTIONAL TEST. THE CURRENT TEMP/DEWPOINT WAS 55 DEG F AND 45 DEG F RESPECTIVELY. ACCORDING TO THE ICING PROBABILITY CURVE, THE TEMP/DEWPOINT CONDITIONS WERE FAVORABLE TO SERIOUS ICING CONDITIONS IN CRUISE OR CLIMB POWER SETTINGS.



Brief of Accident (Continued)

File No. - 2573

12/01/85

SAN JOSE, CA

A/C Reg. No. N75PB

Time (Lc1) - 1427 PST

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
  2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
  3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

4. TERRAIN CONDITION - WET
- 

----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. - 2589      12/04/85      SAN JOSE, CA

A/C Reg. No. N82009

Time (Lcl) - 1730 PST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
SUBSTANTIAL

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

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

Fire NONE  
Crew  
Pass

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

Make/Model - PIPER PA-32-301  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 3600  
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-K1G5  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 190/008 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 1100 FT SCATTERED  
Lowest Ceiling - 2500 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point  
VISALIA, CA  
Destination  
SAN JOSE, CA

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

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

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

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

Age - 27  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - PA28181

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 428  
Make/Model- 29  
Instrument- 83  
Last 24 Hrs - 4  
Last 30 Days- 55  
Last 90 Days- 98

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER COMPLETING A PERSONAL FLIGHT THE PLT LANDED THE ACFT. UPON TOUCHDOWN ON THE 8899 FT-LONG BY 150 FT-WIDE RWY THE PLT FAILED TO MAINTAIN DIRECTIONAL CONTROL OF THE ACFT. THERE WAS A 70 DEG, 8 KT. RIGHT X-WIND. THE ACFT OVERRAN THE RUNWAY'S EDGE, ENTERED A SOFT SHOULDER & ABRUPTLY CAME TO A STOP UPON VEERING 90 DEG TO ITS COURSE. THE PLT, WHO HAD 28.6 HRS OF TIME IN THE MODEL ACFT, ACKNOWLEDGED THAT HAD SHE APPLIED MORE RUDDER & BRAKE PRESSURE THE ACCIDENT COULD HAVE BEEN PREVENTED.

Brief of Accident (Continued)

File No. - 2589

12/04/85

SAN JOSE, CA

A/C Reg. No. N82009

Time (Lcl) - 1730 PST

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

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
5. BRAKES(NORMAL) - INADEQUATE - PILOT IN COMMAND
6. RUDDER - INADEQUATE - PILOT IN COMMAND

Occurrence #2      OVERRUN  
Phase of Operation      LANDING - ROLL

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

Finding(s)

7. TERRAIN CONDITION - SOFT

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2402      12/09/85      UPLAND, CA      A/C Reg. No. N64851      Time (Lcl) - 0930 PST

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

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

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

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

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

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	CABLE
Wind Dir/Speed- 240/004 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3785/ 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 - 47	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 21
	Months Since - N/A	Last 24 Hrs - 5
	Aircraft Type - N/A	Make/Model- 21
		Last 30 Days- UNK/NR
		Instrument- 4
		Last 90 Days- 20
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ON DECEMBER 9, 1985 AT 0730 PST A CESSNA 152 REGISTERED TO WALTER D. CABLE OF UPAND, CALIFORNIA COLLIDED WITH A PARKED TRUCK WHILE TAXIING FOR TAKEOFF ON THE PARALELLEL TAXIWAY OF RWY 24 AT CABLE AIRPORT, UPLAND, CA. VMC PREVAILED AT THE TIME. THE AIRPORT WAS UNDER CONTRUCTION AND BEING RESURFACED. THE TAXIWAY CENTERLINES HAD NOT BEEN REPAINTED. A CONTRACTORS TRUCK WAS PARKED CLOSE TO THE TAXIWAY, BUT THERE WAS SUFFICIENT SPACE FOR A CESSNA 152 TO TAXI AROUND. THE TRUCK WAS EQUIPPED WITH LADDER RACKS THAT PROTRUDED FROM THE TRUCKS BODY. THE LADDER RACKS WERE RACKS THAT PROTRUDED FORM THE TRUCKS BODY. THE LADDER RACKS WERE NOT CLEARLY VISIBLE TO THE STUDENT PILOT. AS THE AIRCRAFT TAXIIED ABEAM THE TRUCK, THE RIFHT WING TIP STRUCK THE LADDER RACK. THE STUDENT PILOT APPLIED THE BRAKES BUT THE AIRCRAFT GROUND LOOPED TO THE RIGHT. THE RIGHT WING STURCK THE LADDER RACK AGAIN A FEW FEET INBOARD OF THE WING TIP. THE STUDENT PILOT INDICATED ON THE PILOT AIRCRAFT ACCIDENT REPORT THAT THERE WAS NO MECHANICAL FAILURE OF MALFUNCTION.

Brief of Accident (Continued)

File No. - 2402

12/09/85

UPLAND, CA

A/C Reg. No. N64851

Time (Lc1) - 0930 PST

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Occurrence ON GROUND COLLISION WITH OBJECT  
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. AIRPORT FACILITIES, TAXIWAY CONDITION - CONGESTED
  2. CLEARANCE - INADEQUATE - DRIVER OF VEHICLE
  3. CLEARANCE - INADEQUATE - PILOT IN COMMAND
  4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  5. OTHER AIRPORT/RUNWAY MAINTENANCE - IMPROPER USE OF - AIRPORT PERSONNEL
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2437      12/11/85      YUBA CITY,CA      A/C Reg. No. N2708X      Time (Lcl) - 1505 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire                          ON GROUND

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

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

Make/Model        - CESSNA 335  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 5935  
No. of Seats       - 6

Eng Make/Model - CONTINENTAL TS10-520  
Number Engines - 2  
Engine Type     - RECIP-FUEL INJECTED  
Rated Power     - 300 HP

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

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

Weather Data

Wx Briefing        - NO RECORD OF BRIEFING  
Method            - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 330/022 KTS  
Visibility         - 30.0 SM  
Lowest Sky/Clouds -  
Lowest Ceiling     - UNK/NR  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
YUBA CITY,CA  
Destination  
YUBA CITY,CA

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

SUTTER CO  
Runway Ident       - 35  
Runway Lth/Wid    - 3040/ 75  
Runway Surface     - DIRT  
Runway Status      - DRY  
SOFT

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

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

Age - 46  
Biennial Flight Review  
Current            - YES  
Months Since      - 19  
Aircraft Type     - C-335

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

Total	- 10000	Last 24 Hrs	- UNK/NR
Make/Model-	6000	Last 30 Days-	10
Instrument-	550	Last 90 Days-	10
Multi-Eng -	2800	Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

UPON COMPLETING A 35 MIN SIGHT-SEEING FLIGHT THE PLT ENTERED THE TRAFFIC PATTERN & PREPARED FOR LANDING. WHILE DESCENDING, BOTH ENGINES LOST ALL POWER. THE PLT STATED THAT HE REPOSITIONED THE FUEL SELECTORS TO THE AUX TANKS, POWER WAS RESTORED TO THE LEFT ENGINE, & THE ACFT "STARTED A VMC ROLL TO THE RIGHT." AT THE TIME THE ACFT WAS 300 FT AGL. UNABLE TO MAINTAIN DIRECTIONAL CONTROL, THE PLT REDUCED PWR & THE ACFT DESCENDED INTO TERRAIN COMING TO REST 500 YDS FROM THE ARPT. THE PLT ACKNOWLEDGED THAT THE LOSS OF ENG POWER RUSULTED FROM HIS IMPROPER FUEL MANAGEMENT.

Brief of Accident (Continued)

File No. - 2437

12/11/85

YUBA CITY,CA

A/C Reg. No. N2708X

Time (Lcl) - 1505 PST

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

Finding(s)

1. FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND
  2. CHECKLIST - NOT MAINTAINED - PILOT IN COMMAND
  3. FLUID,FUEL - EXHAUSTION
  4. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT

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

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION
- 

Occurrence #4        FIRE  
Phase of Operation    LANDING - ROLL

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2483      12/13/85      MADERA, CA      A/C Reg. No. N3107G      Time (Lcl) - 0559 PST

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

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

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

Make/Model - HILLER H-23A	Eng Make/Model - FRANKLUN 6V-335-B	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 210 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - 8.0 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - UNK/NR</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point MADERA, CA</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>ATP, CFI</p> <p>SE LAND</p> <p>HELICOPTER</p>	<p>Age - 39</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 6</p> <p>Aircraft Type - S-55T</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 3285</p> <p>Make/Model- 3</p> <p>Instrument- 63</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- 8</p> <p>Last 90 Days- 31</p> <p>Rotorcraft - 3046</p>
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Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE HELICOPTER CRASHED DURING A LOCAL FROST PROTECTION FLIGHT. AFTER ABOUT ONE HOUR OF LIGHT, IN DARK NIGHT TIME CONDITIONS, FOG APPEARED SUDDENLY AND THE PILOT BECAME DISORIENTED AND CRASHED INTO THE GROUND.



Brief of Accident (Continued)

File No. - 2483

12/13/85

MAPERA,CA

A/C Reg. No. N3107G

Time (Lcl) - 0559 PST

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

Finding(s)

1. WEATHER CONDITION - FOG
  2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
  3. LIGHT CONDITION - DARK NIGHT
- 

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

Finding(s)

4. BECAME LOST/DISORIENTED - NOT CORRECTED - PILOT IN COMMAND
  5. IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
- 

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

-----

----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. - 2599      12/17/85      CANOGA PARK, CA      A/C Reg. No. N6740P      Time (Lcl) - 1646 PST

-----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

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

-----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-A185  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 250 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 340/010 KTS  
Visibility - 50.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
CAMARILLO, CA  
Destination  
HUNTINGTON, CA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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  
SE LAND

Age - 51  
Biennial Flight Review  
Current - YES  
Months Since - 18  
Aircraft Type - PA24250

Medical Certificate - EXPIRED  
Flight Time (Hours)

Total	-	760	Last 24 Hrs -	1
Make/Model-	410	Last 30 Days-	UNK/NR	
Instrument-	0	Last 90 Days-	30	

Instrument Rating(s) - NONE

-----Narrative-----

WHILE THE PLT WAS CRUISIN IN HIS OWN ACFT, AN ENG OIL LEAK DEVELOPED. OIL PRESSURE DECREASED & ENG POWER WAS LOST, THE PLT ATTEMPTED TO MAKE AN EMERGENCY LDG ON A CITY STREET, ON APPROACH THE ACFT COLLIDED WITH POWER LINES & A FENCE, & THE ACFT CAME TO REST UPSIDE DOWN, EXAM OF THE PARTIALLY OIL COVERED ENG REVEALED THAT AN OIL FLEX HOSE TO THE OIL COOLER HAD BEEN PREVIOUSLY WRAPPED WITH A METALLIC-LIKE TAPE. THE HOSE, WHICH WAS OIL-COVERED, HAD A BRITTLE/CRUMBLY APPEARING CORE.

Brief of Accident (Continued)

File No. - 2599      12/17/85      CANOGA PARK, CA      A/C Reg. No. N6740P      Time (Lcl) - 1646 PST

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

Finding(s)

1. MAINTENANCE - IMPROPER - PILOT IN COMMAND
  2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - PILOT IN COMMAND
  3. LUBRICATING SYSTEM, OIL HOSE - CRACKED
  4. MAINTENANCE, REPLACEMENT - NOT PERFORMED - PILOT IN COMMAND
  5. LUBRICATING SYSTEM, OIL HOSE - PREVIOUS DAMAGE
  6. LUBRICATING SYSTEM, OIL HOSE - FAILURE, TOTAL
  7. FLUID, OIL - LOSS, TOTAL
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

---

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

Finding(s)

8. OBJECT - WIRE, TRANSMISSION
  9. OBJECT - FENCE
- 

-----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) 3,4,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2590      12/18/85      ARBUCKLE,CA      A/C Reg. No. N4946H      Time (Lcl) - 1600 PST

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235	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	WILLOWS,CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	ARBUCKLE,CA	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
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)
STUDENT	Current - N/A	Total - 35
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE 35-HR STUDENT PLT WAS AUTHORIZED TO FLY ON A SOLO INSTRUCTIONAL FLIGHT TO THE COLUSA COUNTY ARPT. BUT, FOR "PERSONAL REASONS" THE STUDENT DISOBEYED HIS CFI & LANDED AT AN UNCHARTED, GRAVEL, PRIVATE AIRSTRIIP. DURING LANDING ROLL OUT THE STUDENT FAILED TO MAINTAIN DIRECTIONAL CONTROL OF THE ACFT. THE ACFT'S LEFT WHEEL ROLLED OFF THE EDGE OF THE RWY & THE LEFT WING TIP COLLIDED WITH A TREE.

Brief of Accident (Continued)

File No. - 2590

12/18/85

ARBUCKLE,CA

A/C Reg. No. N4946H

Time (Lc1) - 1600 PST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INTENTIONAL - PILOT IN COMMAND
  2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2            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) 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. - 2500      12/19/85      NEWPORT BEACH,CA      A/C Reg. No. N9044P      Time (Lcl) - 0753 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

0

Injuries

Serious

0

Minor

0

None

0

0

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

Make/Model      - PIPER PA24-260  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3100  
No. of Seats      - 1

Eng Make/Model - LYCOMING IO-540-D4A5  
Number Engines - 1  
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- 110/005 KTS  
Visibility      - 30.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAN DIEGO,CA  
Destination  
TORRENCE,CA

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

JOHN WAYNE/ORANGE COUNTY  
Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 37

Biennial Flight Review

Current      - YES

Months Since      - 4

Aircraft Type - PA24260

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 148      Last 24 Hrs - 1

Make/Model- 61      Last 30 Days- 5

Instrument- 21      Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH SOME TREES AND A HOUSE WHILE EXECUTING AN EMERGENCY LANDING DUE TO A LOSS OF POWER. THE PLT REPTD EXPERIENCING A LOSS OF POWER TO THE COAST TRACON SHORE CONTROLLER. THE PLT REQUESTED & RCVD A RADAR HEADING TO SNA. THE ACFT WAS ABOUT 11 MILES S.E. OF SNA AT 4,500 FT M.S.L. WHEN THE ACFT WAS ABOUT 3 MILES S.E. OF SNA THE PLT REPTD THAT HIS ALTITUDE WAS INSUFFICIENT TO MAKE THE AIRPORT AND REQUESTED ADVICE FROM THE CONTROLLER. THE CONTROLLER ADVISED THE PLT TO FIND AN OPEN SPACE & TRY TO LAND IT. THE WRECKAGE EXAM DISCLSD THE RIGHT MAIN FUEL TANK WAS EMPTY AND THAT THE FUEL SELECTOR WAS POSITIONED TO THE RIGHT MAIN FUEL TANK. THE ENGINE OPERATED NORMALLY ON A TEST STAND. THE CONTROLLER STATED WHEN INTERVIEWED THAT WHEN THE ACFT CROSSED OVER THE SHORELINE SHE DIDN'T THINK THE ACFT WOULD BE ABLE TO LAND AT SNA. SHE DID NOT ADVISE THE PLT OF HER CONCERN; NOR WAS SHE REQUIRED TOO.

Brief of Accident (Continued)

File No. - 2500

12/19/85

NEWPORT BEACH, CA

A/C Reg. No. N9044P

Time (Lc1) - 0753 PST

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

Finding(s)

1. FLUID, FUEL - STARVATION
  2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
  3. 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)
  5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  6. OBJECT - RESIDENCE
  7. ALTITUDE - MISJUDGED - PILOT IN COMMAND
  8. PROPER ASSISTANCE - INADEQUATE - ATC PERSONNEL(DEP/APCH)
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2424      3/28/85      CALHAN,CO      A/C Reg. No. N772CB      Time (Lc1) - 1930 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Fatal

0

Crew

1

Pass

Serious

0

Minor

1

None

0

1

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

Make/Model      - GULFSTREAM COMMANDER 681  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 9450  
No. of Seats      - 9

Eng Make/Model      - GARRETT TPE-331-1151K  
Number Engines      - 2  
Engine Type      - TURBOPROP  
Rated Power      - 575 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - ACFT RADIO  
Completeness      - FULL

Basic Weather      - IMC  
Wind Dir/Speed- 120/010 KTS

Visibility      - UNK/NR

Lowest Sky/Clouds      - UNK/NR

Lowest Ceiling      - UNK/NR

Obstructions to Vision- UNK/NR

Precipitation      - SNOW

Condition of Light      - DUSK

Itinerary

Last Departure Point

VAN NUYS,CA

Destination

DENVER,CO

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A

Runway Lth/Wid      - N/A

Runway Surface      - N/A

Runway Status      - N/A

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

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

Age - 37  
Biennial Flight Review  
Current      - YES  
Months Since      - 1  
Aircraft Type      - PA-34

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 411	Last 24 Hrs	- 12
Make/Model-	376	Last 30 Days-	UNK/NR
Instrument-	45	Last 90 Days-	37
Multi-Eng	- 380		

Instrument Rating(s) - NONE

-----Narrative-----

DURING A XCOUNTRY FLT FROM WI TO CA AND RETURN, THE NONINST, LOW EXPERIENCED PVT PLT, FLEW INTO IMC CONDITIONS. THE ACFT IMPACTED FLAT SNOW-COVERED GRD, DESTROYING THE ACFT AND FATALLY INJURING HIS PAX. EXAM OF WRECKAGE REVEALED NO EVIDENCE OF PRE-ACC MALFUNCTION OF THE ACFT OR ITS PWR PLANTS.



Brief of Accident (Continued)

File No. - 2424

3/28/85 CALHAN,CO

A/C Reg. No. N772CB

Time (Lc1) - 1930 MST

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

Finding(s)

1. LIGHT CONDITION - NIGHT
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. IMPROPER DECISION, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
4. WEATHER CONDITION - TURBULENCE
5. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
6. IMPROPER DECISION, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
7. WEATHER CONDITION - NIGHT
8. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
9. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

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

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

Finding(s)

12. TERRAIN CONDITION - OPEN FIELD
13. TERRAIN CONDITION - SNOW COVERED

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6,8,9,10,11

Factor(s) relating to this accident is/are finding(s) 1,4,7,12,13

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2520      7/12/85      ASPEN, CO      A/C Reg. No. N2443Y      Time (Lcl) - 1200 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	1	1	0	0
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	0
Accident Occurred During - CLIMB					

-----Aircraft Information-----

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LEADVILLE, CO	Runway Ident - N/A
Wind Dir/Speed- 270/009 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Status - N/A
Lowest Ceiling - 7000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 517
SE LAND	Months Since - .7	Make/Model- 244
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 4
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 190

Instrument Rating(s) - AIRPLANE

-----Narrative-----

CFI AND STUDENT DEPARTED ASPEN, COLORADO, ON A DUAL X-COUNTRY FLT. THE DENSITY ALTITUDE AT THE TIME OF DEPARTURE WAS CALCULATED TO BE 9954 FEET. THE CFI DIRECTED STUDENT TO FLY UP A CANYON IN AN AREA OF RISING TERRAIN. THE CFI TOOK CONTROL OF ACFT AND WAS UNABLE TO CLIMB OVER TERRAIN THAT RISES UPWARD TO 11000 FEET. THE ACFT STRUCK TALL TREES AT THE 9800 FOOT LEVEL. THE ACCIDENT SITE DENSITY ALTITUDE WAS CALCULATED TO BE 11916 FEET. THE ACFT SERVICE CEILING IS 12000 FEET.

Brief of Accident (Continued)

File No. - 2520

7/12/85

ASPEN, CO

A/C Reg. No. N2443Y

Time (Lc1) - 1200 MDT

Occurrence IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation MANEUVERING

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND(CFI)
2. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND(CFI)
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND(CFI)
5. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)
8. OBJECT - TREE(S)
9. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5,7,9

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. - 2531      7/30/85      PUEBLO, CO      A/C Reg. No. N1818Z      Time (Lcl) - 1358 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	1	0
Flight Conducted Under - 14 CFR 91	NONE	Crew Pass	0	0	4
Accident Occurred During - LANDING					0

-----Aircraft Information-----

Make/Model - CESSNA 205	Eng Make/Model - CONTINENTAL IO-470-S	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	PUEBLO, CO	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	HUNTINGTON BCH, CA	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 80.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - NONE	Runway Status - SOFT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 481
SE LAND	Months Since - 12	Last 24 Hrs - 3
	Aircraft Type - 205	Make/Model- 132
		Instrument- 5
		Last 30 Days- UNK/NR
		Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT/OWNER DEPARTED PUEBLO, CO, ON A VFR PLEASURE FLT TO CALIFORNIA. DURING THE FLT THE PLT ENCOUNTERED IMC AND ELECTED TO RETURN TO PUEBLO. WITNESSES OBSERVED THE PLT MAKING LOW PASSES OVER HIS PARENT'S HOME IN WEST PUEBLO JUST PRIOR TO IMPACTING ROLLING TERRAIN. THE ACFT WAS SUBSTANTIALLY DAMAGED, HOWEVER, THE PLT REPORTED THAT ALL OCCUPANTS OF THE ACFT RECEIVED MINOR INJURIES.

Brief of Accident (Continued)

File No. - 2531

7/30/85

PUEBLO, CO

A/C Reg. No. N1818Z

Time (Lc1) - 1358 MDT

-----  
Occurrence #1      LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation      MANEUVERING

Finding(s)

1. BUZZING - PERFORMED - PILOT IN COMMAND
  2. JUDGEMENT - POOR - PILOT IN COMMAND
  3. MIXTURE - 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)

4. TERRAIN CONDITION - SOFT
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2513      7/30/85      BOULDER, CO      A/C Reg. No. N5430Z      Time (Lc1) - 1145 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91.	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
						2

-----Aircraft Information-----

Make/Model - PIPER PA-22	Eng Make/Model - LYCOMING O-320-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1800	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	BOULDER, CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BOULDER
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1119
SE LAND, ME LAND	Months Since - 14	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 215
		Last 30 Days- UNK/NR
		Instrument- 172
		Last 90 Days- 63
		Multi-Eng - 22

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, HE WAS APPROACHING THE BOULDER MUNICIPAL ARPT, BOULDER, COLORADO, FOR A VFR LANDING WHEN HIS ENGINE FAILED TO DEVELOP SUFFICIENT POWER TO SUSTAIN FLIGHT. A FORCED LANDING WAS MADE TO A FARMER'S FIELD. THE ACFT SUSTAINED SUBSTANTIAL DAMAGE, HOWEVER, THERE WERE NO INJURIES TO THE OCCUPANTS OF THE ACFT.

Brief of Accident (Continued)

File No. - 2513

7/30/85

BOULDER, CO

A/C Reg. No. N5430Z

Time (Lcl) - 1145 MDT

-----  
Occurrence #1            LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. FUEL SYSTEM, CARBURETOR - WORN
  2. MAINTENANCE, ANNUAL INSPECTION - POOR - OTHER MAINTENANCE PSNL
  3. CARBURETOR HEAT CONTROL, LINKAGE - SEPARATION
- 

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) 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. - 2530      8/10/85      DENVER, CO      A/C Reg. No. N3643R      Time (Lc1) - 1947 MDT

-----Basic Information-----

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-OKLAHOMA JET INC.	DESTROYED						
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire						
Flight Conducted Under	-14 CFR 135	ON GROUND	Crew	0	Fatal	0	0	0
Accident Occurred During	-DESCENT		Pass	0		1	2	0

-----Aircraft Information-----

Make/Model	- PIPER PA-60-600	Eng Make/Model	- AVCO LYCOMING IO-540-K1J5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 5500	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	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	CHANDLER, OK	STAPLETON INTN'T
Wind Dir/Speed - 170/020 KTS	ATC/Airspace	Runway Ident - 08R
Visibility - 50.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 10010/ 150
Lowest Sky/Clouds - 25000 FT SCATTERED	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 - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 1529
SE LAND, ME LAND	Months Since - 3	Make/Model - 97
	Aircraft Type - PA-34	Instrument - 161
		Multi-Eng - 425
		Last 24 Hrs - 3
		Last 30 Days - UNK/NR
		Last 90 Days - 259

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT IN COMMAND STATED THAT HE WAITED APRX 90 SECONDS AFTER A B-727 DEPARTED ON RWY 8R DUE TO POSSIBLE WAKE TURBULENCE. PLT CONTINUED TO STATE THAT HE USED A SHORT FIELD TAKEOFF PROCEDURE TO CLIMB ABOVE THE FLT PATH OF THE B-727. HE STATED THAT DURING CLIMBOUT N3643R BEGAN AN UNCOMMANDED ROLL TO THE LEFT AT APRX 600 FEET. THE PLT REGAINED ROLL CONTROL JUST PRIOR TO GROUND IMPACT. THE PIPER AEROSTAR IS CERTIFICATED WITHOUT A STALL WARNING DEVICE. THE WIND AT STAPLETON ARPT AT THE TIME N3643R TOOKOFF WAS 170 DEGREES AT 20 KTS WITH GUSTS TO 28 KTS. ACCORDING TO THE PLT OPERATING HANDBOOK, THE DEMONSTRATED CROSSWIND COMPONENT IS 15 KNTS.



Brief of Accident (Continued)

File No. - 2530

8/10/85

DENVER, CO

A/C Reg. No. N3643R

Time (Lcl) - 1947 MDT

---

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
  2.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, COMPANY-INDUCED PRESSURE - PILOT IN COMMAND
  3. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND
  4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  5. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - EMERGENCY

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-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2558      11/17/85      BERTHOUD, CO      A/C Reg. No. N1832G      Time (Lcl) - 1415 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injuries		
	Fire			Serious	Minor	None
Type of Operation - PERSONAL	NONE	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		Pass	0	0	0	0
Accident Occurred During -TAXI						

-----Aircraft Information-----

Make/Model - CHAMPION 7KCAB	Eng Make/Model - LYCOMING IO-320-E2A	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 - 150 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 338/008 KTS</p> <p>Visibility - 8.0 SM</p> <p>Lowest Sky/Clouds - 5000 FT THIN OVC</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - 2000 -UNK/NR</p> <p>Runway Surface - SNOW</p> <p>Runway Status - SNOW - COMPACTED</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 41</p> <p>Biennial Flight Review:</p> <p>Current - YES</p> <p>Months Since - 8</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 715</p> <p>Make/Model- 132</p> <p>Instrument- 59</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 0</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE MADE 7-9 HIGH SPEED TAXIES TO PACK THE SNOW ON THE GRASS STRIP, ABORTING MID-STRIP WHEN FLYING SPEED WAS NOT ATTAINED. ON THE FINAL RUN, THE PLT SAID THE ACFT AGAIN FAILED TO REACH FLYING SPEED AND DECIDED TO ABORT MID-STRIP. THE PLT STATED HE CLOSED THE THROTTLE AND PULLED BACK ON THE STICK, HOWEVER, THE ACFT DECELERATED QUICKER THAN USUAL AND ROLLED OVER ITS NOSE ONTO ITS BACK.

Brief of Accident (Continued)

File No. - 2558

11/17/85

BERTHOUD, CO

A/C Reg. No. N1832G

Time (Lc1) - 1415 MST

Occurrence NOSE OVER  
Phase of Operation TAXI

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
4. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2555      11/17/85      ENGLEWOOD,CO      A/C Reg. No. N4052K      Time (Lcl) - 0845 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 -LANDING					

-----Aircraft Information-----

Make/Model - BALLOON WORKS FIREFLY 6B	Eng Make/Model -	ELT Installed/Activated - NO -N/A
Landing Gear - EMERGENCY FLOAT	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1050	Engine Type -	
No. of Seats - UNK/NR	Rated Power - UNK/NR	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity OFF AIRPORT/STRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point ENGLEWOOD,CO	
Method - N/A	Destination ENGLEWOOD,CO	Airport Data
Completeness - N/A		Runway Ident - N/A
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - N/A
Wind Dir/Speed- 095/006 KTS	Type of Flight Plan - NONE	Runway Surface - N/A
Visibility - 46.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - 6000 FT THIN BKN	Type Apch/Lndg - FULL STOP	
Lowest Ceiling - 8000 FT BROKEN		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 48
	Months Since - 21	Make/Model- 34
FREE BALLOON	Aircraft Type - FIREFLY	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHILE ON A BALLOON FLT, THE BLAST VALVE, WHICH OPERATES THE BURNER FLAME, STUCK OPEN DURING ONE OF THE BURNS. THE PLT ATTEMPTED UNSUCCESSFULLY TO DISENGAGE THE BLAST VALVE. WHEN THE PLT COULD NOT STOP THE FLAME WITH THE BLAST VALVE, HE MANUALLY CLOSED THE THREE PROPANE TANKS. TO LAND, THE PLT OPENED A PROPANE TANK, RELIGHTING EACH TIME HE WISHED TO MAKE A BURN. UPON LANDING, THE ENVELOPE SHIFTED OVER THE FLAME, BURNING SEVEN GORE PANELS.

Brief of Accident (Continued)

File No. - 2555

11/17/85

ENGLEWOOD, CO

A/C Reg. No. N4052K

Time (Lc1) - 0845 MST

-----  
Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - WATER
  2. BALLOON EQUIPMENT, HEATER SYSTEM - BOGUS PART
  3. BALLOON EQUIPMENT, HEATER SYSTEM - ICE
- 

Occurrence #2      MISCELLANEOUS/OTHER  
Phase of Operation      LANDING

Finding(s)

4. BALLOON EQUIPMENT, ENVELOPE - BURNED
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2557      12/20/85      LONGMONT, CO      A/C Reg. No. N7609F      Time (Lcl) - 0830 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -INSTRUCTIONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During    -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      0  
0

Minor  
0  
0

None  
1  
0

-----Aircraft Information-----

Make/Model    - CESSNA 172N  
Landing Gear   - TRICYCLE-FIXED  
Max Gross Wt   - 2150  
No. of Seats   - 4

Eng Make/Model - LYCOMING O-320-H2AD  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 150 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing    - NO RECORD OF BRIEFING  
Method          - N/A  
Completeness   - N/A  
Basic Weather   - VMC  
Wind Dir/Speed - 320/005 KTS  
Visibility      - 50.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling   - NONE  
Obstructions to Vision- NONE  
Precipitation   - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
BROOMFIELD, CO  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance   - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

LONGMONT MUNICIPAL  
Runway Ident    - 29  
Runway Lth/Wid - 4200/ 60  
Runway Surface   - ASPHALT  
Runway Status    - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
STUDENT

Age - 19  
Biennial Flight Review  
Current        - N/A  
Months Since   - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total        - 35      Last 24 Hrs - UNK/NR  
Make/Model- 35      Last 30 Days- UNK/NR  
Instrument- 0      Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE STUDENT PLT HE MADE A NORMAL APCH TO LANDING. THE RUNWAY HAD NOT BEEN CLEARED OF SNOW TO ITS FULL WIDTH. THE ACFT'S LEFT WHEEL TOUCHED THE SNOW PULLING THE ACFT OFF THE RWY AND THE ACFT FLIPPED OVER.

Brief of Accident (Continued)

File No. - 2557

12/20/85

LONGMONT, CO

A/C Reg. No. N7609F

Time (Lc1) - 0830 MST

-----  
Occurrence #1        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1.        FACILITY, INADEQUATE DESIGN (STANDARD/REQUIREMENT) - AIRPORT PERSONNEL
  2.        AIRPORT FACILITIES - FOREIGN SUBSTANCE COVERED
  3.        IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
- 

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - ROLL

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2598      12/29/85      BROOMFIELD,CO      A/C Reg. No. N96321      Time (Lcl) - 1538 MST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
DESTROYED

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      -LANDING

Fire      Crew      0  
NONE      Pass      0

-----Aircraft Information-----

Make/Model      - CESSNA 172P  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2150  
No. of Seats      - 4

Eng Make/Model - LYCOMING O320D2J  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- 250/020 KTS  
Visibility      - 75.0 SM  
Lowest Sky/Clouds - 15000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
ERIE,CO  
Destination  
BROOMFIELD,CO

Airport Proximity  
ON AIRPORT

Airport Data

JEFFCO  
Runway Ident      - 29R  
Runway Lth/Wid      - 7500/ 100  
Runway Surface      - ASPHALT  
Runway Status      - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - VFR  
Type Apch/Lndg      - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 24  
Biennial Flight Review  
Current      - YES  
Months Since      - 13  
Aircraft Type - 172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 82      Last 24 Hrs - 3  
Make/Model- 31      Last 30 Days- 4  
Instrument- 1      Last 90 Days- 8  
Multi-Eng - UNK/NR      Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DRIFTED OFF THE RUNWAY DURING THE FLARE/TOUCHDOWN PHASE OF LDG DUE TO PLT FAILURE TO CORRECT FOR A 20 KT XWIND CONDITION. THE PLT ATTEMPTED TO MAKE A GO-AROUND AT A LOW A/S AND WITH LDG FLAPS (25 DEGREES) EXTENDED, RESULTING IN LOSS OF CONTROL AND COLLISION WITH A WATER TWR, FOLLOWED BY GRND IMPACT AND NOSE OVER.



Brief of Accident (Continued)

File No. - 2598

12/29/85

BROOMFIELD, CO

A/C Reg. No. N96321

Time (Lc1) - 1538 MST

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2.    COMPENSATION FOR WIND CONDITIONS - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    LANDING

Finding(s)

3. WEATHER CONDITION - CROSSWIND
  4.    GO-AROUND - IMPROPER - PILOT IN COMMAND
  5.    IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
- 

Occurrence #3        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

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. - 2511      4/10/85      EAST HADDAM, CT      A/C Reg. No. N55408      Time (Lcl) - 1428 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	1	0	0	0
Pass	1	0	0	0	0

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -APPROACH

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model      - PIPER PA-28-180  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2450  
No. of Seats      - 4

Eng Make/Model - LYCOMING O-360-A4A  
Number Engines-- 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 180 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 140/010 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  
RONKONKOMA, NY  
Destination  
EAST HADDAM, CT

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

GOODSPEED  
Runway Ident      - 14  
Runway Lth/Wid      - 2100/ 50  
Runway Surface      - ASPHALT  
Runway Status      - DRY

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance      - NONE  
Type Apch/Lndg.      - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 44

Biennial Flight Review

Current      - YES  
Months Since      - 2  
Aircraft Type      - PA28180

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 329	Last 24 Hrs	- 8
Make/Model-	300	Last 30 Days-	3
Instrument-	84	Last 90 Days-	16

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING APPROACH TO RUNWAY 14 PILOT DECIDED TO GO AROUND. AIRCRAFT TURNED LEFT ABOUT 90 DEGREES AND COLLIDED WITH RISING TERRAIN .2 NM EAST OF THE RUNWAY. THE RISING TERRAIN PARALLELS RUNWAY 14.

Brief of Accident (Continued)

File No. - 2511

4/10/85

EAST HADDAM, CT

A/C Reg. No. N55408

Time (Lcl) - 1428 EST

-----  
Occurrence            IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation    APPROACH - GO-AROUND (VFR)

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

2. AIRCRAFT HANDLING - MISJUDGED - PILOT IN COMMAND

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2421      4/14/85      DAYTONA BEACH, FL      A/C Reg. No. N3338J      Time (Lcl) - 1230 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -BANNER TOW  
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	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 150G  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1600  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-320-E2D  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 HP

ELT Installed/Activated - 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- 010/010 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
NEW SMYRNA BCH, 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      - 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      - 17  
Aircraft Type      - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 1350  
Make/Model- 800  
Instrument- 66  
Multi-Eng - 50  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS DITCHED AS A RESULT OF A LOSS OF POWER. THE PLT STATED THAT WHILE BANNER TOWING 200 YDS OFFSHORE AT 3000 FT AGL, THE ACFT ENG SKIPPED. THE PLT APPLIED CARB HEAT AND CHECKED THE FUEL CONTROLS. THEN THE ENG QUIT COMPLETELY. SINCE THE BEACH WAS CROWDED WITH PEOPLE THE PLT ELECTED TO DITCH. THE ACFT SANK AFTER NOSING OVER DURING LANDING. THE WRECKAGE HAS NOT BEEN RECOVERED.

Brief of Accident (Continued)

File No. - 2421

4/14/85

DAYTONA BEACH, FL

A/C Reg. No. N3338J

Time (Lc1) - 1230 EST

-----  
Occurrence #1      LOSS OF POWER  
Phase of Operation      CRUISE - NORMAL

Finding(s)  
1. UNDETERMINED

-----  
Occurrence #2      DITCHING  
Phase of Operation      DESCENT - EMERGENCY

-----  
Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)  
2. TERRAIN CONDITION - WATER, ROUGH

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2408      6/27/85      PEMBROKE PINES, FL      A/C Reg. No. N633RE      Time (Lcl) - 2225 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	* Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	ON GROUND	0	0	1	3
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-32RT-300T	Eng Make/Model - LYCOMING TS10-540-S1AD	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 - 7	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HOLLYWOOD, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	JACKSONVILLE, FL	Runway Ident - N/A
Wind Dir/Speed- 240/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 400
SE LAND	Months Since - 19	Make/Model- 33
	Aircraft Type - UNK/NR	Instrument- 88
		Multi-Eng - UNK/NR
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 39
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT EXPERIENCED A COMPLETE IN FLT LOSS OF HIS PROP AFTER DEPARTURE FROM NORTH PERRY ARPT HOLLYWOOD FL DUE TO A FATIGUE FAILURE OF THE PROP HUB. THE FATIGUE CRACKING WAS DUE TO RESIDUAL STRESS RESULTING FROM DEFORMATION OF THE MATERIAL IN THE HUB ASS'Y

Brief of Accident (Continued)

File No. - 2408

6/27/85

PEMBROKE PINES, FL

A/C Reg. No. N633RE

Time (Lc1) - 2225 EDT

-----  
Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      CLIMB - TO CRUISE

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION
  2. PROPELLER SYSTEM/ACCESSORIES, HUB - SEPARATION
- 

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(MARKED)
- 

-----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. - 2407      11/30/85      CEDAR KEY, FL      A/C Reg. No. N136AV      Time (Lcl) - 1955 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	0	0	1	2
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	TAMPA, FL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CEDAR KEY, FL	GEORGE T. LEWIS
Wind Dir/Speed- 340/005 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 2400/ 100
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 85
SE LAND	Months Since - 5	Last 24 Hrs - 1
	Aircraft Type - PA-28	Make/Model- 4
		Last 30 Days- 1
		Instrument- UNK/NR
		Last 90 Days- 2
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ATTEMPTING A NIGHT LANDING ON HIS FIRST NIGHT X-COUNTRY & HAD NOT LANDED AT THIS APRT PRIOR TO THIS TIME. HE STATED THAT DURING THE FLARE, HE WAS CAUGHT BY A X-WIND & BLOWN INTO THE TREES ADJACENT TO THE RWY. SURFACE WINDS AT THE TIME OF THE ACCIDENT WERE REPORTED AS 340 DEGS AT 5 KNTS.



Brief of Accident (Continued)

File No. - 2407

11/30/85

CEDAR KEY, FL

A/C Reg. No. N136AV

Time (Lc1) - 1955 EST

-----  
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. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - TREE(S)
- 

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

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-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2442      12/02/85      WIMAUMA, FL      A/C Reg. No. N700TD      Time (Lcl) - 1930 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor      None

0      0      1  
1      0      0

-----Aircraft Information-----

Make/Model      - GRUMMAN AMERICAN AA-5  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2200  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-320-E2G  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 350/011 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - 10000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
OCALA, FL  
Destination  
WIMAUMA, FL

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance      - VFR  
Type Apch/Lndg      - UNK/NR

Airport Proximity

ON AIRPORT

Airport Data

ANDERSON AIRPORT  
Runway Ident      - 27  
Runway Lth/Wid      - 4800/ 100  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND, ME LAND  
HELICOPTER

Age - 59

Biennial Flight Review  
Current      - YES  
Months Since      - 23  
Aircraft Type      - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total      - 3250      Last 24 Hrs - 6  
Make/Model- 571      Last 30 Days- UNK/NR  
Instrument- 56      Last 90 Days- 21  
Multi-Eng - 707      Rotorcraft - 138

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT AFTER TURNING ON THE RWY LIGHTS USING THE RADIO TRANSMITTER. THEY APPEARED TO BE DIM, & ONLY ONE SIDE OF THE LIGHTS CAME ON. HE THEN LANDED SOUTH OF THE RWY AT WHICH TIME THE RIGHT WING STRUCK A FENCE POST. THE LANDING GEAR THEN COLLAPSED, & THE ACFT SLID TO A STOP.

Brief of Accident (Continued)

File No. - 2442

12/02/85

WIMAUMA, FL

A/C Reg. No. N700TD

Time (Lc1) - 1930 EST

Occurrence #1        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

1. OBJECT - FENCE
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - FAILURE, PARTIAL

Occurrence #2        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2433      12/08/85      ORLANDO, FL      A/C Reg. No. N111VE      Time (Lcl) - 1130 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
				0	0	0

-----Aircraft Information-----

Make/Model - DOUGLAS C. CAMPBELL VARIEZE	Eng Make/Model - ROTOWAY RW-100	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1050	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	ORLANDO, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
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 - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 3600 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 57	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 - 12	Last 24 Hrs - 1
GLIDER	Aircraft Type - UNK/NR	Make/Model- 2
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 2
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THE ACFT LOST POWER, & IN AN ATTEMPT TO RETURN TO THE ARPT, THE ACFT COLLIDED WITH A LIGHT POLE & SOME ORANGE TREES, COMING TO REST ON A CANAL BANK. POST CRASH EXAMINATION OF THE ENG REVEALED THAT IT FAILED BECAUSE THE #4 ROD ASS'Y SEPARATED FROM THE CRANKSHAFT & PUNCTURED THE CRANKCASE.

Brief of Accident (Continued)

File No. - 2433

12/08/85

ORLANDO, FL

A/C Reg. No. N111VE

Time (Lc1) - 1130 EST

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL
  2. ENGINE ASSEMBLY, CRANKCASE - PENETRATED
- 

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - NORMAL

Finding(s)

3. OBJECT - UTILITY POLE
- 

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - DIRT BANK
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2432      12/08/85      SARASOTA, FL      A/C Reg. No. N1158M      Time (Lcl) - 1750 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
	Fatal	Serious	Minor	None	
Crew	0	0	0	1	
Pass	0	0	0	1	

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model      - CESSNA 337F  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 4500  
No. of Seats      - 6

Eng Make/Model      - CONTINENTAL IO-360-C  
Number Engines      - 2  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 210 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- 050/004 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - 5000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DUSK

Itinerary

Last Departure Point  
SUNSET STRIP, FL  
Destination  
SARASOTA, FL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
ON AIRPORT

Airport Data

SARASOTA BRADENTON  
Runway Ident      - 04  
Runway Lth/Wid      - 5006/ 150  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND, ME LAND

Age - 58  
Biennial Flight Review  
Current      - YES  
Months Since      - 22  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 2446	Last 24 Hrs	- 2
Make/Model-	946	Last 30 Days-	UNK/NR
Instrument-	179	Last 90 Days-	27
Multi-Eng	- 1769		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT ALL ATTEMPTS TO EXTEND THE LANDING GEAR WERE TO NO AVAIL. HE THEN INTENTIONALLY LANDED GEAR UP ON THE LEFT SIDE OF RWY 4.

Brief of Accident (Continued)

File No. - 2432

12/08/85

SARASOTA, FL

A/C Reg. No. N1158M

Time (Lcl) - 1750 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation APPROACH

Finding(s)

1. HYDRAULIC SYSTEM - FAILURE, TOTAL
2. FLUID, HYDRAULIC - LOSS, TOTAL

Occurrence #2

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) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2430      12/13/85      OPA LOCKA, FL      A/C Reg. No. N43T      Time (Lcl) - 1540 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During - TAKEOFF					

-----Aircraft Information-----

Make/Model - BEECH E-18S	Eng Make/Model - P&W R-985	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL RETRACTABLE	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 9300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 450 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	OPA LOCKA, FL	
Completeness - PARTIAL, LMTD BY FCSTR	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed - 180/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 2500 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 - 27	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - NO	Total - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model - UNK/NR
		Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT WHILE ON HIS TAKEOFF ROLL, THE LEFT MAIN WHEEL STARTED TO SHIMMY, THE ACFT PULLED LEFT THEN VEEED OFF THE RIGHT SIDE OF THE RWY, COLLAPSING THE TAIL WHEEL & COMING TO REST IN THE GRASS.



Brief of Accident (Continued)

File No. - 2430

12/13/85

OPA LOCKA, FL

A/C Reg. No. N43T

Time (Lc1) - 1540 EST

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2.      IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND
  3.      INADEQUATE CERTIFICATION/APPROVAL - OTHER INSTITUTION
- 

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

4. TERRAIN CONDITION - GROUND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2543      12/14/85      PENSACOLA, FL      A/C Reg. No. N6636B      Time (Lcl) - 1734 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  
DESTROYED

Fire,  
ON GROUND

Crew  
Pass

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
1	0	0	0

-----Aircraft Information-----

Make/Model - BEECH BE-23  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2450  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4K  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 350/007 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  
PENSACOLA, FL  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

PENSACOLA REGIONAL  
Runway Ident - 34  
Runway Lth/Wid - 7002/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 24

Biennial Flight Review

Current - YES  
Months Since - 5  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 74	Last 24 Hrs	- UNK/NR
Make/Model-	23	Last 30 Days-	1
Instrument-	2	Last 90 Days-	4

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF ON INITIAL CLIMB THE AIRCRAFT WAS SEEN TO CRASH BACK ON THE RUNWAY. EXAMINATION OF THE WRECKAGE REVEALED THAT THE RIGHT STABILATOR ATTACH/HINGE BOLT WAS NOT INSTALLED, AND THE LEFT STABILATOR ATTACH/HINGE BOLT WAS FOUND PARTIALLY INSTALLED AND WAS MISSING THE SECURING NUT. THE LEFT LEADING EDGE OF THE STABILATOR WAS FOUND CRUSHED AGAINST THE SIDE OF THE FUSELAGE WITH NO SOOT FROM THE POST IMPACT FIRE PRESENT BETWEEN THE MATING SURFACES. THE AIRCRAFT HAD BEEN INSPECTED 7 DAYS BEFORE THE ACCIDENT IN ACCORDANCE WITH A 100 HOUR INSPECTION.

Brief of Accident (Continued)

File No. - 2543      12/14/85      PENSACOLA, FL      A/C Reg. No. N6636B      Time (Lc1) - 1734 CST

---

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB.

Finding(s)

1. FLIGHT CONTROL, STABILATOR ATTACHMENT - DISCONNECTED
  2. MAINTENANCE, INSPECTION OF AIRCRAFT - NOT PERFORMED - OTHER MAINTENANCE PSNL
  3. FLIGHT CONTROL, ELEVATOR TAB SURFACE - JAMMED
  4. MAINTENANCE, 100 HOUR INSPECTION - INACCURATE - OTHER MAINTENANCE PSNL
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2431      12/15/85      HOMESTEAD, FL      A/C Reg. No. N2969P      Time (Lcl) - 1530 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During	-CRUISE						

-----Aircraft Information-----

Make/Model	- LAKE AIRCRAFT LA4-200	Eng Make/Model	- LYCOMING IO-360-A1B	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2690	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	MARCO ISLAND, FL	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	OCEAN REEF, FL	
Wind Dir/Speed	- 350/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 8.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 1500 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- 3500 FT OVERCAST	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 73	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2533
SE LAND, SE SEA	Months Since - 6	Make/Model - 98
	Aircraft Type - UNK/NR	Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - 21
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHILE ON A FLIGHT FROM MARCO ISLAND FL, TO OCEAN REEF FL, HE HEARD A LOUD BANG AND ELECTED TO LAND AT HOMESTEAD GENERAL ARPT. UPON LANDING HE FOUND THE LEFT MUFFLER HAD SEPERATED FROM THE ACFT, STRUCK THE PROPELLER AND WAS DRIVEN THROUGH THE TOP OF THE FUSELAGE.

Brief of Accident (Continued)

File No. - 2431

12/15/85

HOMESTEAD, FL

A/C Reg. No. N2969P

Time (Lc1) - 1530 EST

-----  
Occurrence            AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    CRUISE

Finding(s)

1. EXHAUST SYSTEM, CLAMP - FAILURE, TOTAL
2. FUSELAGE, SKIN - PENETRATED

-----  
----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. - 2434      12/18/85      LAKE CITY, FL      A/C Reg. No. N5547J      Time (Lcl) - 1300 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	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER PA-32-260	Eng Make/Model - LYCOMING O-540-E4B5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	DOUGLAS, GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KISSIMMEE, FL	Runway Ident - N/A
Wind Dir/Speed- 060/005 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 - 10000 FT BROKEN	Type Apch/Lndg - UNK/NR	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - UNK/NR
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT AFTER A FORCED LANDING IN A FIELD DUE TO A STUCK FUEL SELECTOR VALVE, THE FUEL SELECTOR WAS REPAIRED AND A TAKEOFF WAS ATTEMPTED FROM COUNTY ROAD 240. AT AN ALT OF APRX 3 FT THE ENG SPATTERED & THE PLT LOST CONTROL OF THE ACFT, VEERED LEFT & THE RIGHT WING WAS SEVERED WHEN IT STRUCK A FENCE POST.

Brief of Accident (Continued)

File No. - 2434

12/18/85

LAKE CITY, FL

A/C Reg. No. N5547J

Time (Lcl) - 1300 EST

-----  
Occurrence #1        LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

3. OBJECT - FENCE
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2435 12/19/85 DELAND, FL

A/C Reg. No. N64463

Time (Lcl) - 1430 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	2
Pass	0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - BEECH C-18S  
Landing Gear - TAILWHEEL-ALL RETRACTABLE  
Max Gross Wt - 7850  
No. of Seats - 2

Eng Make/Model - P&W R-985  
Number Engines - 2  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 450 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 020/014 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 25000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
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

DELAND MUNI  
Runway Ident - 05  
Runway Lth/Wid - 3979/ 100  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age - 30  
Biennial Flight Review  
Current - YES  
Months Since - 7  
Aircraft Type - PA-23

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 1250	Last 24 Hrs	- UNK/NR
Make/Model-	50	Last 30 Days-	55
Instrument-	6	Last 90 Days-	20
Multi-Eng -	80	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT IN THE RIGHT SEAT WAS MAKING HIS FIRST LANDING IN THAT MAKE AND MODEL OF AIRCRAFT. DURING THE LANDING ROLL HE TRIED TO RAISE THE WING FLAPS LEVER. INSTEAD, HE RAISED THE LANDING GEAR LEVER CAUSING THE LANDING GEAR TO RETRACT.



Brief of Accident (Continued)

File No. - 2435

12/19/85

DELAND, FL

A/C Reg. No. N64463

Time (Lcl) - 1430 EST

Occurrence COMPLETE GEAR COLLAPSED  
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - RUNWAY
2. GEAR RETRACTION - INADVERTENT - COPILOT
3. IMPROPER USE OF FACILITY, IMPROPER TRAINING - COPILOT
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2452      12/22/85      BROOKSVILLE, FL      A/C Reg. No. N2569L      Time (Lcl) - 1400 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	2
Pass	0	0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire  
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-38-112

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 3600

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 112 HP

ELT Installed/Activated - YES/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- 320/007 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

HERNANDO COUNTY

Runway Ident - 27

Runway Lth/Wid - 7000/ 150

Runway Surface - CONCRETE

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TOUCH AND GO

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 59

Biennial Flight Review

Current - YES

Months Since - 17

Aircraft Type - PA34

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1619	Last 24 Hrs	- 1
Make/Model-	77	Last 30 Days-	23
Instrument-	137	Last 90 Days-	58
Multi-Eng -	6		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PILOT SIMULATED AN ENGINE FAILURE AFTER TAKEOFF. THE STUDENT PILOT FAILED TO LOWER THE AIRPLANE NOSE TO MAINTAIN FLYING SPEED. THE INSTRUCTOR TOOK OVER THE CONTROLS AND LOWERED THE NOSE, BUT WAS UNABLE TO AVERT THE HARD LANDING AND ENSUING CRASH.

Brief of Accident (Continued)

File No. - 2452

12/22/85

BROOKSVILLE, FL

A/C Reg. No. N2569L

Time (Lc1) - 1400 EST

Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation TAKEOFF

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
2. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND(CFI)
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND(CFI)
4. AIRSPEED - NOT MAINTAINED - DUAL STUDENT
5. IMPROPER USE OF PROCEDURE, IMPROPER TRAINING - DUAL STUDENT
6. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND(CFI)

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation TAKEOFF

Finding(s)

7. STALL - PERFORMED - PILOT IN COMMAND(CFI)
8. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND(CFI)
9. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND(CFI)
10. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND(CFI)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

11. TERRAIN CONDITION - RUNWAY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5,6,7,8,9,10

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2454      12/28/85      LEESBURG, FL      A/C Reg. No. N8408F      Time (Lc1) - 0900 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	3
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER AIRCRAFT PA-28-161	Eng Make/Model - LYCOMING O-320-D3G	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 ON AIRSTRIP
Wx Briefing - NWS	Last Departure Point	
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	KISSIMEE, FL	
Wind Dir/Speed- 030/004 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2640 -UNK/NR
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 4500 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 - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 347
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 13
	Aircraft Type - PA28161	Make/Model- 13
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- 63

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHILE ATTEMPTING TO TAKEOFF FROM A PRIVATE AIRSTRIP HIS LEFT MAIN WHEEL HIT A BARBED WIRE FENCE CAUSING THE LEFT WING TO STRIKE THE GROUND & SEPARATE FROM THE ACFT.

Brief of Accident (Continued)

File No. - 2454

12/28/85

LEESBURG, FL

A/C Reg. No. N8408F

Time (Lcl) - 0900 EST

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - FENCE
  2. LIFT-OFF - DELAYED - PILOT IN COMMAND
  3. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - GROUND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3.

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2453      12/29/85      LAKE WALES, FL      A/C Reg. No. N1544Z      Time (Lcl) - 1225 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	1	0

-----Aircraft Information-----

Make/Model      - BEECHCRAFT B-35-P  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3400  
No. of Seats      - 5

Eng Make/Model      - CONTINENTAL IO-470-N  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 260 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 300/016 KTS  
Visibility      - 12.0 SM  
Lowest Sky/Clouds      - 17000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
LAKE WALES, FL  
Destination  
VERO BEACH, FL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
ON AIRPORT

Airport Data

CHALET SUZANNE  
Runway Ident      - 36  
Runway Lth/Wid      - 2450/ 75  
Runway Surface      - DIRT  
Runway Status      - WET

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 57  
Biennial Flight Review  
Current      - YES  
Months Since      - 3  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 729  
Make/Model- 666  
Instrument- 225  
Last 24 Hrs - 2  
Last 30 Days- UNK/NR  
Last 90 Days- 35

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PRIVATE PILOT STATED THAT DURING TAKEOFF FROM A WET SOD FIELD HE ROTATED PREMATURELY AND THE AIRCRAFT STALLED. THE AIRCRAFT THEN MUSHED AND CRASHED CAUSING MINOR INJURIES TO ONE PASSENGER.

Brief of Accident (Continued)

File No. - 2453

12/29/85

LAKE WALES, FL

A/C Reg. No. N1544Z

Time (Lcl) - 1225 EST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
  2.     IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  3. LIFT-OFF - PREMATURE - PILOT IN COMMAND
  4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2456      12/30/85      MADISON, FL      A/C Reg. No. N5302V      Time (Lcl) - 1410 EST

-----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	Pass	0	0	6
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA AIRCRAFT CO. T210L	Eng Make/Model - CONTINENTAL TS10-520-H	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point MIAMI, FL	
Method - N/A	Destination MADISON, FL	Airport Data
Completeness - N/A		Runway Ident - UNK/NR
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - UNK/NR
Wind Dir/Speed- 330/003 KTS	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Visibility - 7.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - FULL STOP	
Lowest Ceiling - NONE		
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 - 456
SE LAND, ME LAND	Months Since - 4	Last 24 Hrs - 5
	Aircraft Type - T210L	Make/Model- 91
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 124
		Multi-Eng - 91

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE HAD STARTED THE FLIGHT AT ABOUT 1000 EST FROM MIAMI, FL AND HAD PLANNED ON LANDING AT MADISON COUNTY AIRPORT. AS HE FLEW OVERHEAD HE NOTED AN AIRSTRIP WITH COUNTY VEHICLES PARKED NEARBY. HE LANDED AND WAS INFORMED THAT IT WAS LOCAL COUNTY SHERIFF'S STRIP. HE ATTEMPTED A TAKEOFF FOR THE AIRPORT, ABOUT 4 MILES TO THE SOUTHEAST, AND THE RIGHT LANDING GEAR HIT A FENCE AND THE AIRCRAFT FLIPPED OVER.



Brief of Accident (Continued)

File No. - 2456

12/30/85

MADISON, FL

A/C Reg. No. N5302V

Time (Lc1) - 1410 EST

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Occurrence #1      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - FENCE
  2. LANDED AT WRONG AIRPORT - INADVERTENT - PILOT IN COMMAND
  3. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - GROUND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2422      8/17/85      BAINBRIDGE,GA

A/C Reg. No. N731RD

Time (Lcl) - 1330 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

		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	-MANEUVERING	0	0	0	0

Type of Operation      -AERIAL APPLICATION  
Flight Conducted Under      -14 CFR 137  
Accident Occurred During      -MANEUVERING

Fire      Crew  
NONE      Pass

-----Aircraft Information-----

Make/Model      - CESSNA A188B  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 4200  
No. of Seats      - 1

Eng Make/Model      - CONTINENTAL O-470  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 230 HP

ELT Installed/Activated      - NO -N/A  
Stall Warning System      - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed      - 270/020 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  
FOLKSTOWN,GA  
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      - GRASS/TURF  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age      - 52  
Biennial Flight Review  
Current      - YES  
Months Since      - 11  
Aircraft Type      - C-172

Medical Certificate      - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 2061  
Make/Model      - 688  
Instrument      - 6  
Multi-Eng      - 3  
Last 24 Hrs      - 0  
Last 30 Days      - UNK/NR  
Last 90 Days      - 63

Instrument Rating(s)      - UNK/NR

-----Narrative-----

THE ACFT STALLED DURING AERIAL APPLICATION OPERATIONS AND COLLIDED WITH THE GROUND. THE PLT SAID THE WIND WAS GUSTING TO 30 KTS AND DURING A STEEP DOWNWIND TURN THE LOADED ACFT STALLED AT 100 FT AGL. THE PLT RECOMMENDED LESS STEEP TURNS AND NOT OPERATING IN HIGH WINDS.

Brief of Accident (Continued)

File No. - 2422

8/17/85

BAINBRIDGE, GA

A/C Reg. No. N731RD

Time (Lc1) - 1330 EDT

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation       MANEUVERING - AERIAL APPLICATION

Finding(s)

1. WEATHER EVALUATION - POOR - PILOT IN COMMAND
  2. WEATHER CONDITION - UNFAVORABLE WIND
  3. MANEUVER - EXCESSIVE - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation       MANEUVERING - AERIAL APPLICATION

Finding(s)

4. TERRAIN CONDITION - CROP
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

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. - 2478      10/22/85      CLAYTON,GA      A/C Reg. No. N3177E      Time (Lc1) - 1408 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -PERSONAL  
Flight Conducted Under       -14 CFR 91  
Accident Occurred During    -MANEUVERING

Aircraft Damage  
DESTROYED

Fire                        NONE

	Fatal	Injuries			None
		Serious	Minor		
Crew	1	0	0		0
Pass	1	0	0		0

-----Aircraft Information-----

Make/Model    - CESSNA 172N  
Landing Gear   - TRICYCLE-FIXED  
Max Gross Wt   - 2300  
No. of Seats   - 4

Eng Make/Model - LYCOMING O-320-H2AD  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 160 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing        - FSS  
Method             - TELEPHONE  
Completeness       - FULL  
Basic Weather       - IMC  
Wind Dir/Speed-    130/006 KTS  
Visibility          - 2.000 SM  
Lowest Sky/Clouds   -  
Lowest Ceiling      - 400 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation       - NONE  
Condition of Light   - DAYLIGHT

Itinerary

Last Departure Point  
FRANKLIN,NC

Destination  
ST.PETERSBURG,FL

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 - 61  
Biennial Flight Review  
Current            - YES  
Months Since       - 4  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 152	Last 24 Hrs	- 1
Make/Model-	27	Last 30 Days-	6
Instrument-	UNK/NR	Last 90 Days-	27
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT AND HIS PASSENGER SHOWED UP FOR THE SECOND DAY IN A ROW AND CHECKED THE WEATHER FOR THE RETURN TRIP TO FLORIDA. THEY FOUND THE WEATHER VFR AT THE AIRPORT. AN EMPLOYEE OF THE FBO TOOK THE PILOT OUTSIDE AND POINTED OUT THAT THE MOUNTAINS TO THE SOUTH WERE STILL PARTIALLY COVERED BY CLOUDS. THE PILOT TOLD HIM TO NOT MENTION THIS FACT TO THE PILOTS WIFE. THE PILOT REPORTED AFTER TAKE OFF THAT HE WAS AT 3000 FEET AND THE WEATHER WAS CLEAR. THE AIRCRAFT WAS LATER SEEN AT LOW LEVEL OVER A TOWN TO THE SOUTH. NEXT IT WAS HEARD ABOVE OR IN THE CLOUDS NEAR GLASSY MOUNTAIN. THE ENGINE WAS HEARD TO INCREASE IN RPM A FEW SECONDS PRIOR TO THE SOUND OF IMPACT.

Brief of Accident (Continued)

File No. - 2478

10/22/85

CLAYTON,GA

A/C Reg. No. N3177E

Time (Lc1) - 1408 EDT

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Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation       MANEUVERING

Finding(s)

1. WEATHER CONDITION - CLOUDS
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
  4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  5. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
  6. PRECAUTIONARY LANDING - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation       MANEUVERING

Finding(s)

7. OBJECT - TREE(S)
  8. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #3            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation       MANEUVERING

Finding(s)

9. TERRAIN CONDITION - MOUNTAINOUS/HILLY
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2541      10/30/85      OCILLA,GA      A/C Reg. No. N8401E      Time (Lcl) - 2030 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -EXECUTIVE/CORPORATE  
Flight Conducted Under       -14 CFR 91  
Accident Occurred During    -APPROACH

Aircraft Damage

DESTROYED

Fire  
ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	2	0

-----Aircraft Information-----

Make/Model        - PIPER PA-34-220T  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 4570  
No. of Seats       - 6

Eng Make/Model - CONTINENTAL TS100360K BIA    ELT Installed/Activated - YES/YES  
Number Engines - 2                                Stall Warning System - YES  
Engine Type     - RECIP-FUEL INJECTED  
Rated Power     - 220 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing        - FSS  
Method             - TELEPHONE  
Completeness      - FULL  
Basic Weather      - IMC  
Wind Dir/Speed- 040/004 KTS  
Visibility         - 5.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling     - 600 FT OVERCAST  
Obstructions to Vision- HAZE  
Precipitation      - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
ATLANTA,GA  
Destination  
FITZGERALD,GA

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance   - IFR  
Type Apch/Lndg       - ADF/NDB

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

FITZGERALD MUNICIPAL  
Runway Ident       - N/A  
Runway Lth/Wid    - N/A  
Runway Surface    - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND

Age - 43  
Biennial Flight Review  
Current            - YES  
Months Since      - 1  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total              - 8155                      Last 24 Hrs - 2  
Make/Model-       134                                Last 30 Days- UNK/NR  
Instrument-       1368                              Last 90 Days- 81  
Multi-Eng -       1514                            Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT OF THE SECOND COMPANY AIRCRAFT TO ARRIVE IN THE VICINITY OF THE AIRPORT HELD WHILE THE FIRST ATTEMPTED AN NDR APPROACH. AFTER THE FIRST AIRCRAFT MADE A MISSED APPROACH THE PILOT OF THE SECOND AIRCRAFT ATTEMPTED THE APPROACH. THE AIRCRAFT FLEW INTO THE TREES SEVERAL MILES PRIOR TO REACHING THE AIRPORT. A RADAR ALTIMETER WAS ABOARD THE AIRCRAFT BUT WAS NOT USED. THE PILOT COMPLAINED THAT IT WAS JUST ANOTHER DANG BUZZER AND THERE WERE TOO MANY OF THOSE ALREADY.

Brief of Accident (Continued)

File No. - 2541

10/30/85

OCILLA,GA

A/C Reg. No. N8401E

Time (Lc1) - 2030 EST

Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, OSTENTATIOUS DISPLAY - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR).

Finding(s)

4. LEVEL OFF - NOT PERFORMED - PILOT IN COMMAND
5. JUDGEMENT - NOT ISSUED - PILOT IN COMMAND
6. RADAR ALTIMETER - NOT USED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

8. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

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) 1,3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2539      12/01/85      DACULA, GA      A/C Reg. No. N9289J      Time (Lcl) - 2210 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 1	0	0	0
Accident Occurred During	-DESCENT	NONE	Pass 1	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-28-180	Eng Make/Model	- AVCO LYCOMING O-360-A3A	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-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 240/008 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 600 FT THIN BKN</p> <p>Lowest Ceiling - 2000 FT OBSCURED</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="text-align: center;">MARIETTA, GA</p> <p>Destination</p> <p style="text-align: center;">LAWRENCEVILLE, GA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - ILS-LOCALIZER</p>	<p>Airport Proximity</p> <p style="text-align: center;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="text-align: center;">GWINNETT CO.</p> <p>Runway Ident - 25</p> <p>Runway Lth/Wid - 4000/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1743
SE LAND	Months Since - 20	Make/Model- 734
	Aircraft Type - PA28180	Instrument- 272
		Multi-Eng - 1
		Last 24 Hrs - UNK/NR
		Last 30 Days- 10
		Last 90 Days- 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREES 3.5 MILES FROM THE ARPT DURING AN INSTRUMENT APPROACH IN DENSE FOG. THE APPROACH REQUIRED AN ADF RECEIVER AND THE ACFT DID NOT HAVE ONE. THE MDA ON THE APPROACH WAS 1600 FT. THE ACFT IMPACTED THE TREES AT 1200 FT MSL. THE ACFT WAS TO HAVE NEW AVIONICS INSTALLED THE DAY AFTER THE ACCIDENT AT LAWRENCEVILLE. THE PLT WAS TO LEAVE TOWN THE SAME DAY ON BUSINESS.



Brief of Accident (Continued)

File No. - 2539

12/01/85

DACULA, GA

A/C Reg. No. N9289J

Time (Lc1) - 2210 EST

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - FOG
  2. PLANNING-DECISION - POOR - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND
  4. JUDGEMENT - POOR - PILOT IN COMMAND
  5. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
  6. OBJECT - TREE(S)
  7. MINIMUM DESCENT ALTITUDE - DISREGARDED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

8. TERRAIN CONDITION - GROUND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,7

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2515      7/31/85      KAMUELA, HI      A/C Reg. No. N2354Z      Time (Lc1) - 0920 HST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - BEECH 23  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2300  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-320 SERIES  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 160 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - UNK/NR  
Method      - IN PERSON  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed- 030/012 KTS  
Visibility      - 20.0 SM  
Lowest Sky/Clouds      - 1500 FT SCATTERED  
Lowest Ceiling      - 4000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
KAMUELA, HI  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TOUCH AND GO

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

KAMUELA  
Runway Ident      - 04  
Runway Lth/Wid      - 5200/ 100  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
STUDENT

Age - 37  
Biennial Flight Review  
Current      - N/A  
Months Since      - N/A  
Aircraft Type      - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 22	Last 24 Hrs	- UNK/NR
Make/Model-	9	Last 30 Days-	5
Instrument-	0	Last 90 Days-	9

Instrument Rating(s). - NONE

-----Narrative-----

ON JULY 31, 1985, A BEECH BE-23 OPERATED BY A STUDENT PILOT, CRASHED DURING AN ATTEMPTED GO-AROUND AT THE WAIMEA-KOHALA AIRPORT IN HAWAII. THE ACFT SUSTAINED SUBSTANTIAL DAMAGE AND THE PLT RECEIVED MINOR INJURIES. THE PLT INDICATED HE HAD NOT USED FULL FLAPS IN THIS ACFT BEFORE THIS FLIGHT. DURING THE GO-AROUND MANEUVER, AFTER BOUNCING TWO OR THREE TIMES, HE OBTAINED AN ALTITUDE OF 30 FEET AND STALLED THE ACFT. HE REPORTED NO MECHANICAL MALFUNCTION OR FAILURES WITH THE AIRCRAFT PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2515

7/31/85

KAMUELA, HI

A/C Reg. No. N2354Z

Time (Lcl) - 0920 HST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

1. GO-AROUND - PERFORMED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - PILOT IN COMMAND(CFI)

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

5. LIGHT CONDITION - DAYLIGHT
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,6

Factor(s) relating to this accident is/are finding(s) 1,2,4,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2450      8/16/85      HILO, HI      A/C Reg. No. N8798Z      Time (Lcl) - 0510 HST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED		Injuries			
Type of Operation	-FERRY	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During	-DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA R182RG	Eng Make/Model	- LYCOMING O-540-J3C5D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3100	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 235 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELEPHONE	MONTEREY, CA	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	HILO, HI	Runway Ident
Wind Dir/Speed	- 330/005 KTS	ATC/Airspace	- N/A
Visibility	- 6.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 4000 FT SCATTERED	- IFR	Runway Lth/Wid
Lowest Ceiling	- NONE	Type of Clearance	- WATER
Obstructions to Vision	- NONE	Type Apch/Lndg	- N/A
Precipitation	- NONE		
Condition of Light	- DAWN		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, FOREIGN	Current - YES	Total - 5965	Last 24 Hrs - 14
SE LAND, ME LAND	Months Since - 8	Make/Model - 1159	Last 30 Days - 45
	Aircraft Type - PA31350	Instrument - 869	Last 90 Days - 149
		Multi-Eng - 972	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON AUGUST 16, 1985, A CESSNA 182 DITCHED AT SEA FOLLOWING FUEL STARVATION ABOUT 200 MILES NORTHEAST OF HAWAII WHILE ON A FERRY FLIGHT. THE PILOT REPORTED THAT HE HAD 23 HOURS OF FUEL ONBOARD FOR THE 16 HOUR FLIGHT. THE AIRCRAFT WAS EQUIPPED WITH AUXILIARY FUEL TANKS AND WAS OPERATING SUCCESSFULLY FOR A NUMBER OF HOURS PRIOR TO THE ENGINE QUITTING. THE PILOT STATED AFTERWARDS THAT THE ENGINE QUIT DUE TO FUEL STARVATION FOR UNDETERMINED REASONS.

Brief of Accident (Continued)

File No. - 2450

8/16/85

HILO, HI

A/C Reg. No. N8798Z

Time (Lc1) - 0510 HST

-----  
Occurrence #1      LOSS OF POWER  
Phase of Operation      CRUISE - NORMAL

Finding(s)  
1. FLUID, FUEL - STARVATION  
2. UNDETERMINED  
-----

Occurrence #2      DITCHING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)  
3. TERRAIN CONDITION - WATER, ROUGH  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2466

6/25/85

KANKAKEE,IL

A/C Reg. No. N6897C

Time (Lcl) - 1940 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -TAXI

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal	Injuries			None
	Serious	Minor		
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/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL

Basic Weather - VMC  
Wind Dir/Speed- 160/005 KTS  
Visibility - 5.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
CHAMPAIGN,IL

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

GREATER KANKAKEE  
Runway Ident - 22  
Runway Lth/Wid - 5100/ 100  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 37

Biennial Flight Review

Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	159	Last 24 Hrs	-	1
Make/Model-	3		Last 30 Days-	UNK/NR	
Instrument-	0		Last 90 Days-	47	

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WHILE CLEARING THE RUNWAY, SHOT WIDE OF THE TAXIWAY TAXIING QNT0 THE GRASS AND INTO A CULVERT WHICH WAS DIFFICULT TO SEE RESULTING IN SUBSTANTIAL DAMAGE TO THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 2466

6/25/85

KANKAKEE,IL

A/C Reg. No. N6897C

Time (Lcl) - 1940 CDT

---

Occurrence            ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAXI - FROM LANDING

Finding(s)

1. TERRAIN CONDITION - DITCH
  2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  3. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
  4. LANDING GEAR,NOSE GEAR - OVERLOAD
  5. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 2527      7/28/85      KANKAKEE, IL      A/C Reg. No. N20277      Time (Lc1) - 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  
SUBSTANTIAL

Fire  
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	1

-----Aircraft Information-----

Make/Model      - CESSNA 177B  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2500  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-360-A1F6D  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 180 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - IN PERSON  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed- 190/008 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
CINCINNATI, OH  
Destination  
KANKAKEE, IL

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance      - VFR  
Type Apch/Lndg      - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

KANKAKEE  
Runway Ident      - 22  
Runway Lth/Wid      - 5100/ 100  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 26  
Biennial Flight Review  
Current      - YES  
Months Since      - 21  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 153	Last 24 Hrs	- UNK/NR
Make/Model-	17	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LANDED ON THE 5100 FT X 100 FT RWY, PORPOISED SEVERAL TIMES, LOST DIRECTIONAL CONTROL AND VEERED OFF THE RWY.  
THE NOSE GEAR BROKE OFF AND THE ACFT NOSED DOWN.



Brief of Accident (Continued)

File No. - 2527

7/28/85

KANKAKEE,IL

A/C Reg. No. N20277

Time (Lcl) - 1015 CDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LEVEL OFF - MISJUDGED - PILOT IN COMMAND
2.      IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2      NOSE DOWN  
Phase of Operation      LANDING - ROLL

Finding(s)

5. LANDING GEAR,NOSE GEAR - FAILURE,TOTAL
6. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2471      12/07/85      CARBONDALE, IL      A/C Reg. No. N62FS      Time (Lcl) - 1215 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SOUTHERN ILLINOIS
Wind Dir/Speed- 190/010 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5800/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 15
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 15
		Last 30 Days- UNK/NR
		Instrument- 3
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE STUDENT PILOT FLYING THE PLANE, AFTER HE TOUCHED DOWN ON HIS MAIN WHEELS HE LOWERED THE NOSE AND HE HEARD A CRACK. THE NOSE WHEEL THEN COLLAPSED AND THE AIRCRAFT SLID TO A STOP. ACCORDING TO THE OPERATOR OF THE AIRCRAFT NO PREEXISTING MALFUNCTIONS COULD BE FOUND IN THE NOSE GEAR ASSEMBLY. DAMAGE TO THE AIRCRAFT INCLUDED DAMAGED ENGINE MOUNTS, DEFORMATION OF THE COCKPIT FLOOR BENEATH THE RUDDER PEDALS, DAMAGE TO THE RIGHT MAIN GEAR ATTACHMENT BOX AND WRINKLED SKIN BEHIND THE REAR WINDOWS ON THE SIDES OF THE TAILCONE.

Brief of Accident (Continued)

File No. - 2471      12/07/85      CARBONDALE, IL      A/C Reg. No. N62FS      Time (Lcl) - 1215 CST

---

Occurrence #1      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FUSELAGE, SKIN - BUCKLED
  2. FLARE - IMPROPER - PILOT IN COMMAND
  3. LANDING GEAR, MAIN GEAR - BENT
  4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
  5. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2469      12/07/85      ROCHESTER, IN      A/C Reg. No. N4155N      Time (Lcl) - 1115 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	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 140	Eng Make/Model - CONT MOTOR C85-7-12	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	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	Airport Data
Method - N/A	Destination LOCAL	FULTON COUNTY
Completeness - N/A	ATC/Airspace	Runway Ident - 11
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 60
Wind Dir/Speed- 180/006 KTS	Type of Clearance - NONE	Runway Surface - ASPHALT
Visibility - 5.0 SM	Type Apch/Lndg - NONE	Runway Status - DRY
Lowest Sky/Clouds - UNK/NR		
Lowest Ceiling - 1800 FT OVERCAST		
Obstructions to Vision- HAZE		
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 - YES	Total - 199
SE LAND	Months Since - 8	Make/Model- 199
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

UPON TAKEOFF AND AFTER REACHING AN ALTITUDE OF APPROX TEN FEET THE RIGHT SIDE OF THE COWL BECAME UNLATCHED AND WHIPPED UP INTO THE AIRSTREAM, BLOCKING THE PILOTS FORWARD VIEW AND CAUSING SOME CONTROL PROBLEMS. HE ELECTED TO ABORT THE TAKEOFF AND RAN OFF THE RUNWAY DURING LANDING ROLLOUT. THE AIRCRAFT HIT A SNOWBANK AND FLIPPED OVER ON ITS BACK. ACCORDING TO THE PILOT THE COWL LATCHES APPEARED TO BE WORKING PROPERLY BEFORE AND AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2469

12/07/85

ROCHESTER, IN

A/C Reg. No. N4155N

Time (Lcl) - 1115 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. COOLING SYSTEM, COWLING - UNLOCKED
2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #3 NOSE OVER  
Phase of Operation LANDING - ROLL

Finding(s)

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) 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. - 2476      9/14/85      PADUCAH,KY      A/C Reg. No. N30BL      Time (Lc1) - 1627 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -MANEUVERING

Aircraft Damage  
DESTROYED

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - LAUX PITTS S-1S  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1150  
No. of Seats      - 1

Eng Make/Model      - LYCOMING HO-360-A1A  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 208 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- 040/005 KTS  
Visibility      - 12.0 SM  
Lowest Sky/Clouds      -  
Lowest Ceiling      - 12000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
PADUCAH,KY  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 46  
Biennial Flight Review  
Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 1700  
Make/Model- UNK/NR  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS OBSERVED IN THE LOCAL AREA FOR SEVERAL MINUTES. IT WAS PERFORMING AEROBATIC MANEUVERS. ONE WITNESS REPORTED THAT IT WAS LOWER THAN IT USUALLY WAS WHEN IT WAS PERFORMING THESE MANEUVERS. IT WAS OBSERVED TO DO AN INSIDE LOOP, ROLL INVERTED AND THEN ENTER A VERTICAL CLIMB. THE ENGINE POWER WAS REDUCED OR THE ENGINE CUT OUT AND THE AIRCRAFT ENTERED AN INVERTED SPIN. ONE WITNESS STATED THAT AFTER 3 OR 4 TURNS THE AIRCRAFT ENTERED A FLAT SPIN. THE PILOT WAS WEARING A PARACHUTE BUT WAS FOUND STILL STRAPPED IN THE AIRCRAFT. IT IMPACTED INVERTED.

Brief of Accident (Continued)

File No. - 2476

9/14/85

PADUCAH, KY

A/C Reg. No. N30BL

Time (Lc1) - 1627 CDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

Finding(s)

1. BECAME LOST/DISORIENTED - NOT CORRECTED - PILOT IN COMMAND
  2. AEROBATICS - MISJUDGED - PILOT IN COMMAND
  3. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING

Finding(s)

4. TERRAIN CONDITION - GROUND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2566      10/23/85      HOPKINSVILLE, KY      A/C Reg. No. 8277Y      Time (Lc1) - 1130 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
Injuries				
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - PIPER PA-28RT-201T  
Landing Gear    - TRICYCLE-RETRACTABLE  
Max Gross Wt    - 2900  
No. of Seats     - 4

Eng Make/Model - CONTINENTAL TSIO-360-FBI    ELT Installed/Activated - YES/YES  
Number Engines - 1                                Stall Warning System - YES  
Engine Type    - RECIP-FUEL INJECTED  
Rated Power    - 200 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing        - FSS  
Method            - TELEPHONE  
Completeness      - PARTIAL, LMTD BY PILOT  
Basic Weather     - IMC  
Wind Dir/Speed- 180/003 KTS  
Visibility        - 2.000 SM  
Lowest Sky/Clouds - 400 FT SCATTERED  
Lowest Ceiling    - 800 FT OVERCAST  
Obstructions to Vision- UNK/NR  
Precipitation     - RAIN  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ORLANDO, FL  
Destination  
LOUISVILLE, KY

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 - IFR  
Type of Clearance    - IFR  
Type Apch/Lndg       - UNK/NR

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 46  
Biennial Flight Review  
Current            - YES  
Months Since      - 17  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total              - 509              Last 24 Hrs - 4  
Make/Model-       248              Last 30 Days- 4  
Instrument-        109              Last 90 Days- 4  
Multi-Eng - 22

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HAD ELECTRICAL FAILURE DURING AN IFR FLT AND RADIO/RADAR CONTACT WAS LOST. THE PLT SAID HE WAS IN & OUT OF THE CLOUDS DURING THE FINAL STAGES OF THE X-COUNTRY FLT. THE CLOUD CEILING WAS ABOUT 800 FT WHERE HE FINALLY DESCENDED & LANDED IN A SOYBEAN FIELD. INVESTIGATION SHOWED THAT THE ALTERNATOR HAD FAILED.



Brief of Accident (Continued)

File No. - 2566

10/23/85

HOPKINSVILLE, KY

A/C Reg. No. 8277Y

Time (Lc1) - 1130 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM, ALTERNATOR - FAILURE, TOTAL
2. WEATHER CONDITION - LOW CEILING

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 - OPEN FIELD

Occurrence #4 MAIN GEAR COLLAPSED  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2473      11/26/85      WORCESTER, MA      A/C Reg. No. N4WG      Time (Lcl) - 1940 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -EXECUTIVE/CORPORATE	Fire	Crew 0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	2
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - ISRAEL AIRCRAFT INDUSTRI WW-24	Eng Make/Model - GARRETT TFE-731-3-10	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 22850	Engine Type - TURBOJET	
No. of Seats - 7	Rated Power - 7400 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	DULLES, VA	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - IMC	WORCESTER, MA	WORCESTER
Wind Dir/Speed- 040/005 KTS	ATC/Airspace	Runway Ident - 11
Visibility - 8.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6999/ 150
Lowest Sky/Clouds - PART OBS	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - OVERCAST	Type Apch/Lndg - ILS-COMPLETE	Runway Status - ICE COVERED
Obstructions to Vision- ICE FOG		
Precipitation - NONE	STRAIGHT-IN	
Condition of Light - NIGHT(DARK)	FULL STOP	

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 9479
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 6709
	Aircraft Type - 24	Instrument- 947
		Multi-Eng - 7036
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 138

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PILOT, THE FLIGHT WAS NORMAL, UPON TOUCHDOWN THE REVERSERS WERE DEPLOYED, PILOT HAD INFORMATION THAT BRAKING ACTION WAS POOR AND RWY WAS ICY BUT HAD BEEN SANDED, PILOT LANDED ON THE LEFT SIDE OF THE RWY CENTERLINE AIRCRAFT BEGAN TO DRIFT FURTHER TO THE LEFT. THE LEFT MAIN GEAR LEFT THE RWY CAUSING THE ACFT TO BE PULLED OFF THE RWY, ACFT DEPARTED RWY IN TOTAL, COMING TO REST APPROX. 3000' FROM THE TOUCHDOWN POINT. PILOT STATED THAT DURING DESCENT HE & THE COPILOT WERE LATE IN THE APPLICATION OF ALL THE AIRCRAFT'S ANTIICING DEVICES, AND AIRCRAFTS WINDSHIELD ICED OVER WHICH LIMITED ALL BUT A SMALL AMOUNT OF VISIBILITY.

Brief of Accident (Continued)

File No. - 2473

11/26/85

WORCESTER, MA

A/C Reg. No. N4WG

Time (Lcl) - 1940 EST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - ICY
2. DIRECTIONAL CONTROL - POOR - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INATTENTIVE - PILOT IN COMMAND
4. INADEQUATE CERTIFICATION/APPROVAL, AIRMAN - COMPANY/OPERATOR MGMT
5. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2      MAIN 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) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2415      3/11/85      LAUREL, MD      A/C Reg. No. N52581      Time (Lcl) - 1250 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	2
Pass	0	0	0	2

-----Aircraft Information-----

Make/Model      - CESSNA 182P  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2950  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL O-470  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 230 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NWS  
Method      - TELEPHONE  
Completeness      - FULL

Basic Weather      - VMC

Wind Dir/Speed- 130/012 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - 14000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
MORRISVILLE, VT  
Destination  
COLLEGE PARK, MD

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance      - VFR  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE, MILITARY  
SE LAND

Age - 29

Biennial Flight Review

Current      - YES  
Months Since      - 19  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 470	Last 24 Hrs	- 4
Make/Model-	23	Last 30 Days-	UNK/NR
Instrument-	21	Last 90 Days-	33
Multi-Eng	- 87	Rotorcraft	- 30

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A RETURN FLIGHT FROM MORRISVILLE, VT THE ACFT LOST PWR AND THE PIC ELECTED TO LAND IN A CUL-DE-SAC IM A RESIDENTIAL NEIGHBORHOOD. INVESTIGATION REVEALED THAT THE ACFT CONTAINED LESS THAN 1 GALLON OF FUEL. BOTH PLTS HAD DPTD PXT 4 DAYS PRIOR AND STOPPED ENROUTE TO PICK UP THEIR WIVES. FIVE GALLONS OF FUEL HAD BEEN DRAINED PRIOR TO DEPARTURE TO INSURE THE PROPER WT AND BALANCE. AFTER ARRIVING AT MVL THE PILOTS READ THE GUAGES AND CALCULATED FUEL COMSUMPTION AND ELECTED TO ADD 40 GALLONS OF FUEL. THEY NEVER PHYSICALLY CHECKED THE AMOUNT OF FUEL IN THE TANKS BFR DEPARTING MVL. FUEL EXHAUSTION OCCURRED ABT 3 HRS LTR FUEL GUAGES WERE ON EMPTY WELL BFR THAT TIME, PLT COULD HAVE LANDED BFR EXHAUSTING THE FUEL.

Brief of Accident (Continued)

File No. - 2415

3/11/85

LAUREL, MD

A/C Reg. No. N52581

Time (Lc1) - 1250 EST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      DESCENT - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. FLUID, FUEL - EXHAUSTION
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

5. OBJECT - OBJECT

-----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. - 2416

6/21/85

COLLEGE PARK, MD

A/C Reg. No. N93533

Time (Lcl) - 2048 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	1	0
Crew				
Pass	0	0	1	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - DESCENT

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - BELLANCA 17-30A  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3325  
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-K  
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

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

COLLEGE PARK  
Runway Ident - 33  
Runway Lth/Wid - 2740/ 40  
Runway Surface - ASPHALT  
Runway Status - DRY

Wind Dir/Speed- 180/004 KTS  
Visibility - 12.0 SM  
Lowest Sky/Clouds - 25000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 41

Biennial Flight Review  
Current - YES  
Months Since - 20  
Aircraft Type - 17-30A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3187	Last 24 Hrs	- 1
Make/Model-	468	Last 30 Days-	UNK/NR
Instrument-	10	Last 90 Days-	18
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

BFR FLT, THE PLT OBTAINED FUEL SAMPLES THRU THE REMOTELY OPERATED GASCOLATOR, BUT DETECTED NO WATER. NO SAMPLES COULD BE DRAWN DIRECTLY FM THE WING OR FUSELAGE TANKS SINCE THEY HAD NO QUICK DRAINS INSTALLED. A PWR LOSS OCCURRED DRG TAKEOFF AT 50 TO 100 FT AGL. THE PLT SWITCHED FUEL TANKS (FROM L TO R MAIN) & ENGAGED THE BOOST PUMP. ENG PWR RETURNED AS THE ACFT STRUCK UTILITY LINES NEAR THE END OF THE RWY. THE ACFT THEN CRASHED & HIT A FENCE BFR COMING TO REST. A SIMILAR PWR LOSS OCCURRED APRX 3 WKS EARLIER. MAINT PSNL FOUND A LOOSE L TANK FUEL CAP WHICH COULD HAVE ALLOWED WATER TO LEAK INTO THIS TANK. A MECHANIC ADJUSTED THE FUEL CAP FOR A TIGHT FIT. THE ACFT WAS THEN FLOWN TWICE, PRIOR TO THE ACDNT, WITH NO EVIDENCE OF WATER IN THE FUEL OR OTHER DISCREPANCIES. HOWEVER, AFTER THE ACDNT, DIRECT ACCESS TO THE L MAIN TANK REVEALED THE PRESENCE OF WATER WHICH WAS COLORED PINK. PINK STAINS WERE ALSO PRESENT ON THE TANK WALL ABOVE THE AFT FUEL OUTLET PORT. THE OUTLET PORTS OF THE INTERCONNECTED MAIN TANK CELLS WERE 3/8 TO 1/2 INCH ABOVE THE TANK BOTTOMS.

Brief of Accident (Continued)

File No. - 2416

6/21/85

COLLEGE PARK, MD

A/C Reg. No. N93533

Time (Lc1) - 2048 EDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM,CAP - LOOSE
2. FLUID,FUEL - CONTAMINATION
3. FLUID,FUEL - WATER
4. FUEL SYSTEM,DRAIN - INADEQUATE
5. AIRCRAFT PREFLIGHT - PERFORMED - PILOT IN COMMAND
6. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN(STANDARD/REQUIREMENT),AIRCRAFT COMPONENT - MANUFACTURER

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

7. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

8. LIGHT CONDITION - DARK NIGHT
9. OBJECT - WIRE,TRANSMISSION

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

10. TERRAIN CONDITION - OPEN FIELD

Occurrence #5      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      OTHER

Finding(s)

11. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 6,8,9,11

Brief of Accident

File No. - 2457

6/22/85

PERRY HALL, MD

A/C Reg. No. N98079

Time (Lcl) - 1312 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	1	0	
Pass	0	0	3	0	

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - TAKEOFF

Fire  
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28-140B  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2150  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320E2A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 150/008 KTS  
Visibility - 5.0 SM  
Lowest Sky/Clouds - 20000 FT THIN BKN  
Lowest Ceiling - 10000 FT BROKEN  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
PERRY HALL, MD  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 38  
Biennial Flight Review  
Current - YES  
Months Since - 22  
Aircraft Type - 172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 100	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	3
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ON JUNE 22, 1985 THE PLT AND THREE PASSENGERS BOARDED N98079. AFTER TAXING TO RWY 27 (WHICH HAS A ONE DEGREE UPGRADE), THE ACFT BEGAN AN EXTENDED GROUND ROLL WITH A LEFT-QUARTERING TAILWIND OF APPROXIMATELY EIGHT KNOTS. AT THIS TIME, THE ACFT WAS LOADED ABOUT 49 POUNDS FROM GROSS WEIGHT AND THE ENGINE HAD ACCUMULATED 1529 HOURS SINCE MAJOR OVERHAUL. FOLLOWING ROTATION, THE ACFT MAINTAINED A NOSE HIGH ATTITUDE AND INITIATED A LEFT BANK. THE ACFT THEN CLIMBED ABOUT 200 FEET, BEFORE THE NOSE AND LEFT WING RAISED ABRUPTLY AND THE RIGHT WING LOWERED. THE ACFT THEN DISAPPEARED BELOW THE TREES NEAR THE END OF THE RWY 27. THE ACFT CAME TO REST IN THE BACKYARD OF A RESIDENCE AT 5022 EAST JOPPA ROAD, PERRY HALL, MD. EXAMINATION OF THE ENGINE DID NOT REVEAL ANY DISCREPANCIES, ALTHOUGH THE SPARK PLUGS APPEARED WORN. AT THE TIME OF THE ACCIDENT, ABOUT 1917 FEET OF RWY WAS REQUIRED TO CLEAR A 50 FOOT OBSTACLE, USING A DENSITY ALTITUDE OF 1500 FEET. RWY 27 IS 2200 FEET IN LENGTH, WITH TREES ABOUT 50 FEET IN HEIGHT AT THE DEPARTURE END.



Brief of Accident (Continued)

File No. - 2457

6/22/85

PERRY HALL, MD

A/C Reg. No. N98079

Time (Lcl) - 1312 EST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IGNITION SYSTEM, SPARK PLUG - WORN
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
5. PERFORMANCE DATA - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

6. OBJECT - TREE(S)

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

7. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

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. - 2464

7/19/85

STEVENSVILLE, MD

A/C Reg. No. N737XD

Time (Lcl) - 1900 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire NONE  
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 182RG  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3100  
No. of Seats - 4

Eng Make/Model - LYCOMING O-540 SERIES  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 235 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 150/008 KTS  
Visibility - 8.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
NORTH MYRTLE, SC  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

BAY BRIDGE  
Runway Ident - 10  
Runway Lth/Wid - 2900/ 50  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 33

Biennial Flight Review  
Current - NO  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 135	Last 24 Hrs -	7
Make/Model-	70	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	21

Instrument Rating(s) - NONE

-----Narrative-----

AFTER LANDING TO THE LEFT OF THE CENTERLINE OF RWY 10, THE ACFT VEERED LEFT OFF THE RWY AND COLLIDED WITH A DRAINAGE DITCH LOCATED APPROXIMATELY 10 YARDS FROM THE RWY. FOLLOWING CONTACT WITH THE DITCH, AT APPROXIMATELY 15 MPH, THE ACFT FLIPPED OVER, COMING TO REST INVERTED.

Brief of Accident (Continued)

File No. - 2464

7/19/85

STEVENSVILLE, MD

A/C Reg. No. N737XD

Time (Lcl) - 1900 EDT

-----  
Occurrence #1      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - DITCH
  2. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND
  3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

4. LANDING GEAR, NOSE GEAR - SEPARATION
- 

-----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. - 2459

7/23/85

MECHANICSVILLE, MD

A/C Reg. No. N24787

Time (Lcl) - 1656 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	1	0	0
Pass	0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 118 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 030/006 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

CLINTON, MD

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 - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 19

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 23 Last 24 Hrs - UNK/NR

Make/Model- 23 Last 30 Days- UNK/NR

Instrument- UNK/NR Last 90 Days- 13

Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER COMPLETING SEVERAL LOW ALTITUDE PASSES OVER THE FAMILY BUSINESS, THE STUDENT PILOT EXTENDED 10 DEGREES OF FLAPS AND PULLED THE POWER BACK TO SLOW THE AIRPLANE IN ORDER TO LENGTHEN HIS VIEWING TIME. ACCORDING TO THE PILOT, AFTER THE ACCIDENT, AT BETWEEN 75-100 FEET OF ALTITUDE, THE NOSE PITCHED UPWARD AND THE AIRPLANE STALLED. THE PILOT FELT SURE THAT NO MECHANICAL PROBLEMS WERE INVOLVED, SINCE THE AIRPLANE WAS FLYING NORMALLY PRIOR TO THE STALL. THE AIRCRAFT SUBSEQUENTLY COLLIDED WITH TERRAIN AT AN APPROXIMATE 65 DEGREE NOSE DOWN ATTITUDE.

Brief of Accident (Continued)

File No. - 2459

7/23/85

MECHANICSVILLE,MD

A/C Reg. No. N24787

Time (Lc1) - 1656 EDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2.      IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. LOW PASS - PERFORMED - PILOT IN COMMAND
4.      IMPROPER DECISION, DIVERTED ATTENTION - PILOT IN COMMAND
5. STALL/SPIN - UNCONTROLLED - 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) 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. - 2461      7/27/85      WOODBINE,MD      A/C Reg. No. N7657S      Time (Lcl) - 1400 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BELLANCA 8GCBC	Eng Make/Model - LYCOMING O-360-C2D	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	WOODBINE
Wind Dir/Speed- 018/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1650/ 100
Lowest Sky/Clouds - 2800 FT THIN BKN	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 4500 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE,CFI	Current - UNK/NR	Total - 3000
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
GLIDER	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 NOSED OVER DURING A HARD LANDING AT WOODBINE AIRPORT, WOODBINE, MARYLAND, WHILE ON A CHECK RIDE.

Brief of Accident (Continued)

File No. - 2461

7/27/85

WOODBINE, MD

A/C Reg. No. N7657S

Time (Lcl) - 1400 EDT

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)  
1. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND  
2. FLARE - IMPROPER - PILOT IN COMMAND  
-----

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)  
3. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND  
-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2577      10/10/85      WINTERPORT, ME      A/C Reg. No. N9005G      Time (Lcl) - 1825 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During - DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA AIRCRAFT CO. C-182N	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BANGOR, ME	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	BELFAST, ME	Runway Ident - N/A
Wind Dir/Speed- 020/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 500 FT PART OBS	Type of Clearance - SPECIAL VFR	Runway Status - N/A
Lowest Ceiling - 2500 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 1800
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT DEPARTED BANGOR UNDER SPECIAL VFR DUE TO LOW CEILINGS. A WITNESS SAW THE ACFT FLY UNDER POWERLINES THAT CROSSED A RIVER AND DISAPPEAR BEHIND TREES. THERE WAS NO INDICATION OF AN ACCIDENT. 22 DAY LATER, THE ACFT WAS LOCATED 150 FT SOUTH FROM THE POWERLINES ON THE BOTTOM OF THE RIVER. INSPECTION OF THE WRECKAGE REVEALED GOUGES AND SCRAPES ON THE LANDING GEAR AND PROPELLER.



Brief of Accident (Continued)

File No. - 2577

10/10/85

WINTERPORT, ME

A/C Reg. No. N9005G

Time (Lcl) - 1825 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. OBJECT - WIRE, STATIC
3. VISUAL LOOKOUT - POOR - PILOT IN COMMAND
4. ALTITUDE - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - WATER, GLASSY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2519      7/05/85      HASTINGS,MI      A/C Reg. No. N9306K      Time (Lcl) - 1545 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - STINSON 108-2	Eng Make/Model - FRANKLIN 6A4165 SERIES	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2078	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 165 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 250/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 295
SE LAND	Months Since - 12	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 32
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PURPOSE OF THE FLIGHT WAS TO BREAK IN THE NEWLY OVERHAULED ENGINE. THE PILOT STATED THAT HE HAD BEEN FLYING AROUND THE LOCAL AREA FOR ABOUT 25 MINUTES WHEN HE HEARD A CLANK AND THE ENGINE LOST COMPLETE POWER. THE PILOT DETERMINED THAT A TREE LANDING WAS IMPENDING DUE TO THE LACK OF AN OPEN FIELD. THE ACFT COLLIDED WITH TREES IN A NOSE HIGH, WINGS LEVEL, STALLED ATTITUDE. THE ACFT CAME TO REST IN A TREE ABOUT 10 FT AGL. DISASSEMBLY OF THE ENGINE DISCLOSED THE CRANKSHAFT GEAR HAD FAILED. METALLURGICAL EXAM DETERMINED HIGH CYCLE FATIGUE.

Brief of Accident (Continued)

File No. - 2519

7/05/85

HASTINGS, MI

A/C Reg. No. N9306K

Time (Lcl) - 1545 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY - FAILURE, TOTAL
2. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE

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

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. - 2465      7/21/85      MILFORD,MI      A/C Reg. No. N556H      Time (Lcl) - 1845 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During    -HOVER

Aircraft Damage  
SUBSTANTIAL

Fire                        NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model	- ENSTROM HELICOPTER CORP 280C	Eng Make/Model	- LYCOMING HIO-360-E1AD	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2350	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 3	Rated Power	- 205 HP		

-----Environment/Operations Information-----

Weather Data

Wx Briefing            - NO RECORD OF BRIEFING  
Method                - N/A  
Completeness          - N/A  
Basic Weather          - VMC

Wind Dir/Speed- 250/008 KTS  
Visibility            - 20.0 SM

Lowest Sky/Clouds    - 15000 FT SCATTERED  
Lowest Ceiling        - 25000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation          - NONE  
Condition of Light    - DAYLIGHT

Itinerary

Last Departure Point  
PONTIAC,MI  
Destination  
MILFORD,MI

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  
HELICOPTER

Age - 24  
Biennial Flight Review  
Current                - YES  
Months Since          - 4  
Aircraft Type          - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 205	Last 24 Hrs	- UNK/NR
Make/Model-	70	Last 30 Days-	UNK/NR
Instrument-	1	Last 90 Days-	8
		Rotorcraft	- 120

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT MADE A "STEEP APPROACH" TO A HOVER OVER A BOAT CHANNEL AND THEN LD IN THE YARD OF A RESIDENCE. HE THEN PICKED UP A 270 ID PAX FLEW A SHORT FLT AND WAS REFUELED WITH 25 GALS OF FUEL. AFTER ANOTHER SHORT FLT THE PILOT RETURNED TO THE CHANNEL AND PERFORMED ANOTHER STEEP APPROACH. HE WAS UNABLE TO STOP THE DESCENT AND SETTLED INTO THE WATER.

Brief of Accident (Continued)

File No. - 2465

7/21/85

MILFORD,MI

A/C Reg. No. N556H

Time (Lc1) - 1845 EDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    HOVER

Finding(s)

1. ADEQUATE ROTOR RPM - DELAYED - PILOT IN COMMAND
  2.        IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  3. PLANNED APPROACH - POOR - PILOT IN COMMAND
  4. DESCENT - EXCESSIVE - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    HOVER

Finding(s)

5. LEVEL OFF - NOT ATTAINED - PILOT IN COMMAND
  6. ROTOR RPM - NOT ATTAINED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2467      7/25/85      DETROIT,MI      A/C Reg. No. N6508K      Time (Lcl) - 0930 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	Pass	0	0	0	0
Accident Occurred During -LANDING	NONE				

-----Aircraft Information-----

Make/Model - CESSNA 172P II	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NWS	Last Departure Point	
Method - TELEPHONE	FRASER,MI	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	DETROIT,MI	DETROIT CITY
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5091/ 100
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		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 172
SE LAND	Months Since - 21	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 13
		Last 30 Days- UNK/NR
		Instrument- 19
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ON A VFR VASI APPROACH TO THE ATC CONTROLLED ARPT 5091 FT RUNWAY. DURING LD ROUND OUT THE PILOT SAID IT FELT LIKE THE ACFT WAS "PUSHED" DOWN ON THE RUNWAY. THE ACFT BOUNCED AND THEN LD ON THE NOSE WHEEL. THE PILOT SAID A HELICOPTER WAS IN A HOVER JUST RIGHT OF THE RUNWAY IN THE FLARE, TOUCHDOWN AREA.

Brief of Accident (Continued)

File No. - 2467

7/25/85

DETROIT, MI

A/C Reg. No. N6508K

Time (Lcl) - 0930 EDT

---

Occurrence            HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND
  2. FLARE - MISJUDGED - PILOT IN COMMAND
  3. RECOVERY FROM BOUNCED LANDING - NOT ATTAINED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2528      7/30/85      IRON MOUNTAIN,MI      A/C Reg. No. N5646Z      Time (Lcl) - 1500 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation -PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					None
					2
					1

-----Aircraft Information-----

Make/Model - MAULE AIRCRAFT M-6	Eng Make/Model - LYCOMING IO-540	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - UNK/NR	BOULDER JUNCT.,WI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FORD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 01
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6500/ 150
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 923
SE LAND	Months Since - 6	Make/Model- 1
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING ROLLOUT THE AIRCRAFT GROUND LOOPED AND THE LEFT WING STRUCK THE RUNWAY. THIS WAS THE PILOT'S FIRST FLIGHT IN THIS MODEL CONVENTIONAL GEAR AIRCRAFT.



Brief of Accident (Continued)

File No. - 2528

7/30/85

IRON MOUNTAIN, MI

A/C Reg. No. N5646Z

Time (Lcl) - 1500 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND  
Phase of Operation LANDING - ROLL

Finding(s)

1. GROUND LOOP/SWERVE - PERFORMED - PILOT IN COMMAND
2. IMPROPER DECISION, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation LANDING - ROLL

Finding(s)

3. GROUND LOOP/SWERVE - PERFORMED - PILOT IN COMMAND
4. IMPROPER DECISION, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2525      8/14/85      ALMONT, MI      A/C Reg. No. N76465      Time (Lcl) - 1120 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 140	Eng Make/Model - LYCOMING O-235-O1	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 130/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 600 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- UNK/NR		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 27
SE LAND	Months Since - 18	Make/Model- 15
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF AND ABOUT 300 FT AGL THE PLT SAID HIS ENG STOPPED BRIEFLY RESTARTED THEN STOPPED. HE LANDED IN A COW PASTURE AND TO AVOID HITTING THE COWS LANDED HARD ON THE LEFT GEAR AND ENGINE. THE ACFT THEN NOSED OVER INVERTED.

Brief of Accident (Continued)

File No. - 2525

8/14/85

ALMONT, MI

A/C Reg. No. N76465

Time (Lc1) - 1120 EDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM,CARBURETOR - INCORRECT
  2. FUEL SYSTEM,CARBURETOR - OPEN
  3. FUEL SYSTEM,CARBURETOR - STRIPPED THREAD
- 

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) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2428      10/09/85      CADILLAC,MI      A/C Reg. No. N254PW      Time (Lcl) - 2050 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - GULFSTREAM 690A	Eng Make/Model - GARRETT TPE331-5-252K	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 9000	Engine Type - TURBOPROP	
No. of Seats - 2	Rated Power - 715 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	TOLEDO,OH	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	WEXFORD COUNTY
Wind Dir/Speed- 040/001 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 1.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4542/ 100
Lowest Sky/Clouds - UNK/NR	Type of Clearance - UNK/NR	Runway Surface - ASPHALT
Lowest Ceiling - 300 FT OVERCAST	Type Apch/Lndg - UNK/NR	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 5762
SE LAND,ME LAND	Months Since - 2	Last 24 Hrs - 5
HELICOPTER	Aircraft Type - 690A	Make/Model- UNK/NR
		Instrument- 0
		Last 30 Days- 32
		Last 90 Days- 87

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE ACFT WAS CLEARED FOR AN NDB APPROACH TO CADILLAC. THE WKWAS 300 FT OVCST, 1 MILE VIS. SHORTLY AFTER CANCELLING IFR THE ACFT CRASHED ON THE OPPOSITE SIDE OF THE ARPT FROM THE APPROACH END OF THE RWY. THE PILOT ACTIVATED RWY LIGHTS WERE NEVER TURNED ON DURING THE APPROACH. IT WAS A NEWLY COMMISSIONED SYSTEM NOT YET ON APPROACH PLATES. THEY WERE ON A NOTAM. AN NTAP REVEALED THAT THE ACFT WAS FOLLOWING THE RNAV FINAL APPROACH COURSE RATHER THAN THE NDB FINAL APPROACH COURSE. IN ADDITION, A LIGHTED CHRISTMAS TREE FARM WAS LOCATED ADJACENT TO THE AIRPORT. LASTLY, NO EVIDENCE OF MECHANICAL MALFUNCTION COULD BE FOUND IN THE WRECKAGE.

Brief of Accident (Continued)

File No. - 2428

10/09/85

CADILLAC,MI

A/C Reg. No. N254PW

Time (Lc1) - 2050 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
4. WEATHER CONDITION - RAIN
5. NOTAMS - NOT OBTAINED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE,PSYCHOLOGICAL CONDITION - PILOT IN COMMAND
7. LIGHT CONDITION - DARK NIGHT
8. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
9. IMPROPER USE OF PROCEDURE,COMPLACENCY - PILOT IN COMMAND
10. AIRPORT FACILITIES,RUNWAY END IDENT LIGHTS(REIL) - NOT OPERATING
11. MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND
12. IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
13. AIRPORT FACILITIES,RUNWAY EDGE LIGHTS - NOT OPERATING
14. OBJECT - TREE(S)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

15. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,8,11

Factor(s) relating to this accident is/are finding(s) 1,3,4,6,7,9,10,12,13,14,15

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2556      11/23/85      HOLLAND,MI      A/C Reg. No. N7424Z      Time (Lcl) - 1200 EST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	0	0	1	0
Flight Conducted Under -14 CFR 137	NONE	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-25-235	Eng Make/Model - LYCOMING 0540-B2B5	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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PARK TOWNSHIP
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 05
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3075/ 50
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - UNK/NR	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
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,CFI	Current - YES	Total - 3609
SE LAND,ME LAND	Months Since - 11	Last 24 Hrs - 6
	Aircraft Type - 172	Make/Model- 947
		Instrument- 99
		Last 30 Days- 20
		Last 90 Days- 150
		Multi-Eng - 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED DURING A FORCED LNDG AFTER A LOSS OF POWER DURING INITIAL CLIMB. AFTER THE ACCIDENT THE PLT SAID THAT HE DRAINED FUEL FROM THE MAIN FUEL STRAINER AND FOUND NO WATER IN THE FUEL PRIOR TO TAKEOFF. THE ACFT CARBURETOR WAS DISASSEMBLED AFTER THE ACCIDENT AND THE FLOAT CHAMBER WAS FULL OF ICE. THE MAIN FUEL STRAINER WAS ALSO FOUND FULL OF ICE. THE FUEL CAME FROM THE OWNERS PICK-UP TRUCK AND WAS NOT CHECKEDFOR WATER. AFTER THE ACCIDENT IT WAS CHECKED AND WATER WAS FOUND IN THE FUEL SOURCE.

Brief of Accident (Continued)

File No. - 2556

11/23/85

HOLLAND, MI

A/C Reg. No. N7424Z

Time (Lc1) - 1200 EST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. AIRCRAFT SERVICE - IMPROPER - PILOT IN COMMAND
3. REFUELING - NOT CORRECTED - PILOT IN COMMAND
4. FLUID, FUEL - WATER
5. FUEL SYSTEM - ICE
6. FUEL SYSTEM, CARBURETOR - ICE
7. FUEL SYSTEM, STRAINER - ICE

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

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. - 2470

12/07/85

KALAMAZOO,MI

A/C Reg. No. N7763

Time (Lcl) - 1200 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	1

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -HOVER

-----Aircraft Information-----

Make/Model - BELL 47G  
Landing Gear - SKID  
Max Gross Wt - 2850  
No. of Seats - 3

Eng Make/Model - LYCOMING VO435  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 260 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 - UNK/NR

Wind Dir/Speed- 180

Visibility - 2.000 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 800 FT OVERCAST

Obstructions to Vision- SMOKE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MATTAWAN,MI

Destination

KALAMAZOO,MI

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

Airport Proximity  
ON AIRSTRIP

Airport Data

NEWMAN'S

Runway Ident - 18

Runway Lth/Wid - 2700 -UNK/NR

Runway Surface - SNOW

Runway Status - SNOW - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

HELICOPTER

Age - 42

Biennial Flight Review

Current - YES

Months Since - 14

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 7956

Make/Model- 5084

Instrument- 107

Multi-Eng - 12

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 71

Rotorcraft - 7129

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

UPON THE APPROACH TO HOVER FOR LANDING ON A SNOW COVERED AIRSTRIP, DRY SNOW BLEW UP AND OBSCURED THE PILOT'S VISUAL REFERENCES. ONE SKID TOUCHED DOWN AS THE HELICOPTER WAS MOVING Laterally CAUSING THE AIRCRAFT TO ROLL OVER ON ITS SIDE.



Brief of Accident (Continued)

File No. - 2470

12/07/85

KALAMAZOO, MI

A/C Reg. No. N7763

Time (Lc1) - 1200 EST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      HOVER

Finding(s)

1. WEATHER CONDITION - WHITEOUT
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. TERRAIN CONDITION - SNOW COVERED
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
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) 2,4

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. - 2524      8/11/85      LITTLE FALLS, MN      A/C Reg. No. N53264      Time (Lcl) - 1330 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235 SERIES	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CEDAR, MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LITTLE FALLS, MN	
Wind Dir/Speed- 140/011 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	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	Current - NO	Total - 154
SE LAND	Months Since - UNK/NR	Make/Model- 154
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

PILOT HAD DEPT WITH MINIMUM FUEL FOR THE 60 MI X-COUNTRY FLT. HE OVERFLEW DEST BY 25 MI AND AFTER CORRECTING COURSE RAN OUT OF FUEL 2 MI SHORT OF THE APRT. WHILE LANDING ON A COUNTRY ROAD ACFT VEERED INTO A DITCH.

Brief of Accident (Continued)

File No. - 2524

8/11/85

LITTLE FALLS, MN

A/C-Reg. No. N53264

Time (Lcl) - 1330 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
5.      IMPROPER DECISION, INADEQUATE TRAINING - PILOT IN COMMAND
6. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
7. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

8. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2523      8/18/85      HECTOR,MN      A/C Reg. No. N8777F      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  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor  
0      0  
0      0

None  
1  
1

-----Aircraft Information-----

Make/Model - HUGHES 269A  
Landing Gear - SKID  
Max Gross Wt - 1550  
No. of Seats - 2

Eng Make/Model - LYCOMING H10-360 SER  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 210 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- 315/010 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  
HECTOR,MN  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - \*FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND,ME LAND  
HELICOPTER

Age - 43  
Biennial Flight Review  
Current - YES  
Months Since - 4  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 5885  
Make/Model- 86  
Instrument- 20  
Multi-Eng - 15  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 43  
Rotorcraft - 3800

Instrument Rating(s) - NONE

-----Narrative-----

AFTER LIFTOFF FROM AN OPEN FLD, ON A SHORT LOCAL FLT THE HELICOPTER EXPERIENCED FUEL EXHUASTION. DURING THE AUTO ROTATION LANDING, IN AN OPEN FIELD THE HELICOPTER ROLLED ON THE SIDE.

Brief of Accident (Continued)

File No. - 2523

8/18/85

HECTOR,MN

A/C Reg. No. N8777F

Time (Lc1) - 1700 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
4. FLUID,FUEL - EXHAUSTION

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2551      11/28/85      DULUTH,MN      A/C Reg. No. N8082B      Time (Lcl) - 1330 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 1	Serious 0	Minor 0	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 2	0	0	0
Accident Occurred During -DESCENT					

-----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 - 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	CRYSTAL,MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	DULUTH,MN	Runway Ident - N/A
Wind Dir/Speed- 320/018 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 2.000 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 1000 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 110
SE LAND	Months Since - 6	Make/Model- 104
	Aircraft Type - PA-28	Instrument- 2
		Last 24 Hrs - 1
		Last 30 Days- 6
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DEPARTED CRYSTAL LAKE FOR A FLIGHT TO VISIT RELATIVES FOR THANKSGIVING. HE DID NOT OBTAIN A PREFLIGHT WEATHER BRIEFING NOR DID HE CONTACT ANY GROUND FACILITY DURING THE FLIGHT. HE WAS QUALIFIED TO FLY IN VFR CONDITIONS ONLY. THE AIRCRAFT IMPACTED THE SURFACE OF A FROZEN LAKE EIGHT MILES FROM DULUTH IAP AND WAS DESTROYED. AN EXAMINATION OF THE WRECKAGE REVEALED NOTHING THAT WOULD CAUSE AN INFIGHT PROBLEM. WEATHER AT DULUTH IAP AT THE APPROX TIME OF THE CRASH WAS: EST 1000 FT OVERCAST, VISIBILITY 1 1/2 MILES WITH LIGHT SNOW AND FOG. WEATHER AT DULUTH 40 MIN BEFORE THIS OBSERVATION WAS: 200 FT CEILING, SKY OBCURED. VISIBILITY 3/4 MILE WITH LIGHT SNOW AND FOG.

Brief of Accident (Continued)

File No. - 2551

11/28/85

DULUTH, MN

A/C Reg. No. N8082B

Time (Lc1) - 1330 CST

Occurrence #1            UNDETERMINED  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - FOG
2. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
6. WEATHER CONDITION - SNOW

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT

Finding(s)

7. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,4,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2498      6/05/85      KALISPELL,MT      A/C Reg. No. N908V      Time (Lcl) - 1240 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation      -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under      -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During      -LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model      - BEECH V35B	Eng Make/Model - CONTINENTAL IO-520-BA	ELT Installed/Activated - YES/NO
Landing Gear      - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt      - 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	ON AIRPORT
Method      - N/A	PLAINS,MT	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	SAME AS ACC/INC	KALISPELL
Wind Dir/Speed- 260/015 KTS	ATC/Airspace	Runway Ident      - 31
Visibility      - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid      - 3600/ 70
Lowest Sky/Clouds      - UNK/NR	Type of Clearance      - NONE	Runway Surface      - ASPHALT
Lowest Ceiling      - 4500 FT OVERCAST	Type Apch/Lndg      - FULL STOP	Runway Status      - ICE COVERED
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)
ATP	Current      - YES	Total      - 6000
SE LAND	Months Since      - 6	Make/Model- 6000
	Aircraft Type - B-35	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 16
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

N904V, A PRIVATELY OWNED B-35, SKIDDED OFF TO THE SIDE OF A RUNWAY DURING LANDING. THE PLT SAID THAT HE INADVERTENTLY ACTIVATED THE GEAR UP SWITCH INSTEAD OF THE FLAP SWITCH. THE RIGHT LANDING GEAR COLLAPSED CAUSING THE PLT TO LOSE CONTROL OF ACFT.



Brief of Accident (Continued)

File No. - 2498

6/05/85

KALISPELL, MT

A/C Reg. No. N908V

Time (Lc1) - 1240 MDT

Occurrence            GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

1. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2522

6/09/85

MELSTONE, MT

A/C Reg. No. N75063

Time (Lcl) - 0740 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - MANEUVERING

Fire  
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-32R-300  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3400  
No. of Seats - 7

Eng Make/Model - LYCOMING IO540-K1  
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- 340/005 KTS  
Visibility - 50.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 8000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
MELSTONE, MT  
Destination  
BILLINGS, MT

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 55

Biennial Flight Review

Current - YES  
Months Since - 2  
Aircraft Type - 32R-300

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	-	2000	Last 24 Hrs -	2
Make/Model-	1400	Last 30 Days-	10	
Instrument-	5	Last 90 Days-	40	

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED IN A LEFT TURN IN A STEEP DIVE UNTIL IT PASSED OUT OF VIEW BEHIND A HILL. THE INVESTIGATION REVEALED NO EVIDENCE OF AIRFRAME OR ENGINE MALFUNCTION OR FAILURE PRIOR TO THE CRASH. MEDICAL FINDINGS REVEALED THE PLT, SOLE OCCUPANT, HAD 90 PERCENT NARROWING OF BOTH CORONARY ARTERIES AND EVIDENCE OF RECENT HEMORRAGE.

Brief of Accident (Continued)

File No. - 2522

6/09/85

MELSTONE,MT

A/C Reg. No. N75063

Time (Lcl) - 0740 MDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING

Finding(s)

1. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2.        INCAPACITATION - 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. - 2495      7/20/85      KALISPELL, MT      A/C Reg. No. N5414C      Time (Lcl) - 2100 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	3

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Fire      Crew      0  
NONE      Pass      0

-----Aircraft Information-----

Make/Model      - CESSNA 170B  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 2050  
No. of Seats      - 4

Eng Make/Model      - FRANKLIN O-300  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 145 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- CALM  
Visibility      - 15.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
KALISPELL, MT  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

KALISPELL CITY  
Runway Ident      - 13  
Runway Lth/Wid      - 3600/      70  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 39

Biennial Flight Review

Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 208	Last 24 Hrs	- 1
Make/Model-	149	Last 30 Days-	UNK/NR
Instrument-	1	Last 90 Days-	6
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS RETURNING FROM A LOCAL PLEASURE FLT, IT WAS A HOT DAY. THE PLT SAID THAT HE INADVERTENTLY LEVELED THE ACFT APRX 10 FT HIGH. HE SAID THE ACFT STALLED CAUSING A HARD LANDING. THE IMPACT CAUSED SUBSTANTIAL DAMAGE TO THE ACFT.

Brief of Accident (Continued)

File No. - 2495

7/20/85

KALISPELL, MT

A/C Reg. No. N5414C

Time (Lc1) - 2100 MDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - TEMPERATURE EXTREMES
2. FLARE - IMPROPER - PILOT IN COMMAND
3. AIRSPEED - UNCONTROLLED - PILOT IN COMMAND
4. ALTITUDE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2      HARD LANDING  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

5. STALL - PREMATURE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2512      8/04/85      SUPERIOR,MT      A/C Reg. No. N8976K      Time (Lcl) - 2045 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model      - STINSON 108-1  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 2078  
No. of Seats      - 4

Eng Make/Model      - FRANKLIN 6A4150 SERIES  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC

Itinerary

Last Departure Point  
MISSOULA,MT  
Destination  
COEUR D'ALENE,ID

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

Wind Dir/Speed- 090/005 KTS  
Visibility      - 30.0 SM  
Lowest Sky/Clouds      - 6500 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - STRAIGHT-IN  
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 37  
Biennial Flight Review  
Current      - YES  
Months Since      - 9  
Aircraft Type      - 108-1

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	460	Last 24 Hrs	-	6
Make/Model-	424		Last 30 Days-	UNK/NR	
Instrument-	3		Last 90 Days-	55	

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS FLYING WITH HIS WIFE ON A PLEASURE FLIGHT TO IDAHO WHEN SMOKE STARTED COMING INTO THE CABIN. ENGINE OIL PRESSURE WENT TO ZERO. THE PLT SECURED THE ENGINE AND MADE A FORCED LANDING TO A FARMER'S FIELD. THE ACFT WAS SUBSTANTIALLY DAMAGED; HOWEVER, THE PLT AND HIS WIFE WERE NOT INJURED.

Brief of Accident (Continued)

File No. - 2512

8/04/85

SUPERIOR,MT

A/C Reg. No. N8976K

Time (Lcl) - 2045 MDT

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Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. LUBRICATING SYSTEM,OIL LINE - BURNED
  2. LUBRICATING SYSTEM,OIL LINE - BURST
  3. FLUID,OIL - LOSS,TOTAL
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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Occurrence #3      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2521      9/05/85      SAINT MARY, MT      A/C Reg. No. CGTGV      Time (Lcl) - 1006 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION).

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -MANEUVERING

Aircraft Damage  
DESTROYED

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	1	1	0

-----Aircraft Information-----

Make/Model      - PIPER PA-28RT-201T  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2900  
No. of Seats      - 4

Eng Make/Model - CONTINENTAL TSIO-360-FB  
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      - FSS  
Method      - ACFT RADIO  
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      - DAYLIGHT

Itinerary

Last Departure Point  
CALGARY  
Destination  
KALISPELL, MT

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)  
ATP, CFI  
SE LAND, ME LAND

Age - 28  
Biennial Flight Review  
Current      - YES  
Months Since      - 2  
Aircraft Type      - PA-23

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 4000  
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-----

PLT RECEIVED WX UPDATE ENROUTE TO KALISPELL, MT. HE ATTEMPTED TO NAVIGATE THROUGH THE GLACIER NATIONAL PARK, FOLLOWING THE "GOING-TO-THE-SUN" HIGHWAY. THE WX ALONG THE PLT'S ROUTE OF FLT INCLUDED LOW CLOUD CEILING, LIMITED VISIBILITY AND MOUNTAIN OBSCUREMENT. THE PLT FLEW INTO A BOX CANYON AND COLLIDED WITH SEVERAL TREES BEFORE GROUND IMPACT. THE PLT HELD A CANADIAN AIRLINE TRANSPORT CERTIFICATE WITH AN INSTRUMENT RATING.



Brief of Accident (Continued)

File No. - 2521

9/05/85

SAINT MARY, MT

A/C Reg. No. CGTGV

Time (Lc1) - 1006 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - OBSCURATION
6. WEATHER CONDITION - CLOUDS
7. JUDGEMENT - POOR - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation MANEUVERING

Finding(s)

9. OBJECT - TREE(S)
10. 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) 2,7,8,10

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. - 2552 12/18/85 WIBAUX,MT

A/C Reg. No. N24198

Time (Lc1) - 1630 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Fire		0	1	0	0
Crew		0	0	1	0
Pass		0	0	1	0

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - BEECH V-35B  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3400  
No. of Seats - 5

Eng Make/Model - CONTINENTAL IO-520-BA  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 285 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - ACFT RADIO  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 330/020 KTS  
Visibility - 2.000 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 1200 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - SNOW  
Condition of Light - DUSK

Itinerary

Last Departure Point  
BEECH,ND  
Destination  
BILLINGS,MT

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 50  
Biennial Flight Review  
Current - YES  
Months Since - 10  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 1968	Last 24 Hrs -	1
Make/Model-	1512	Last 30 Days-	UNK/NR
Instrument-	8	Last 90 Days-	34

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT LIGHT SNOW WAS FALLING AT THE ARPT AT THE TIME OF DEPARTURE. THE PAX STATED AFTER THE ACCIDENT THAT THE PLT ENCOUNTERED CLOUDS AT THEIR CRUISE ALT OF ABOUT 6000 FT. HE CONTINUED TO STATE THAT THE ACFT MADE A SHALLOW DESCENT AT FIRST ENCOUNTER WITH THE CLOUDS BUT BECAME VERY STEEP SEVERAL TIMES DURING THE DESCENT. THE ACFT BROKE OUT OF THE CLOUDS AND IMPACTED THE SNOW COVERED FIELD AT A HIGH RATE OF DESCENT AND AIRSPEED. THE PLT DID NOT PERFORM A PREFLIGHT INSPECTION OF THE ACFT, HE DID NOT DEICE THE ACFT PRIOR TO DEPARTURE AND HE DOES NOT HOLD AN INSTRUMENT RATING.

Brief of Accident (Continued)

File No. - 2552

12/18/85

WIBAUX, MT

A/C Reg. No. N24198

Time (Lc1) - 1630 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
2. AIRCRAFT PREFLIGHT - MISJUDGED - PILOT IN COMMAND
3. ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
4. WEATHER CONDITION - CLOUDS
5. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
7. WEATHER CONDITION - ICING CONDITIONS
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
9. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
10. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation DESCENT

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT

Finding(s)

11. TERRAIN CONDITION - SNOW COVERED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,10

Factor(s) relating to this accident is/are finding(s) 1,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2509      9/11/85      HAYESVILLE, NC      A/C Reg. No. N128SP      Time (Lc1) - 0105 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	DESTROYED		Fatal		Injuries		
Type of Operation - UNKNOWN	Fire	Crew	0	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	0	0	0	0	0
Accident Occurred During -DESCENT							

-----Aircraft Information-----

Make/Model - CESSNA 404	Eng Make/Model - CONTINENTAL GTS10-520-M	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 8400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	Rated Power - 375 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	UNKNOWN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	
Wind Dir/Speed- 200/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 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 - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
UNK/NR	Current - UNK/NR	Total - UNK/NR
	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

FISHERMAN HEARD AN AIRCRAFT OVERHEAD BUT DID NOT SEE ANY SIGN OF IT IN THE NIGHT SKY. SHORTLY THEREAFTER THEY SAW A FLASH AND FIRE ON THE SIDE OF A MOUNTAIN, THEN THEY HEARD THE EXPLOSION. THE SHERIFF WAS CALLED AND AN INVESTIGATION REVEALED A CRASHED AIRCRAFT. THERE WERE NO SIGNS OF OCCUPANTS IN OR NEAR THE AIRCRAFT. THE NEXT MORNING THE BODY OF A HEAVILY ARMED MAN WHO HAD ON A PARACHUTE AND A DEPLOYED RESERVE PARACHUTE WAS FOUND SEVERAL MILES AWAY IN A RESIDENTIAL AREA. A KEY TO THE CRASHED AIRCRAFT WAS FOUND ON THE BODY.

Brief of Accident (Continued)

File No. - 2509

9/11/85

HAYESVILLE, NC

A/C Reg. No. N128SP

Time (Lcl) - 0105 EDT

-----  
Occurrence #1        MISCELLANEOUS/OTHER  
Phase of Operation    CRUISE - NORMAL

Finding(s)  
1. AIRCRAFT HANDLING  
-----

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)  
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY  
3. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - INTENTIONAL - PILOT IN COMMAND  
-----

Occurrence #3        FIRE/EXPLOSION  
Phase of Operation    OTHER  
-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2559      11/19/85      BRYSON CITY, NC      A/C Reg. No. N9547E      Time (Lcl) - 1500 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries	
	DESTROYED		Serious	Minor
Type of Operation - PERSONAL	Fire	1	0	0
Flight Conducted Under - 14 CFR 91	NONE	Crew	0	0
Accident Occurred During - LANDING		Pass	2	0

-----Aircraft Information-----

Make/Model - CESSNA 182R	Eng Make/Model - CONTINENTAL O-470-U	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SHELBY, NC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SOSSAMON
Wind Dir/Speed- 200/012 KTS	ATC/Airspace	Runway Ident - 00
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 47
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - GO AROUND	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - UNK/NR		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 171
SE LAND	Months Since - UNK/NR	Make/Model- 84
	Aircraft Type - 152	Instrument- 3
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- 4
		Last 90 Days- 24
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT MADE A NORMAL APCH AND HAD THE FLAPS DOWN TO ABOUT 15 DEG. TOUCH DOWN AS ABOUT ONE THIRD DOWN THE RWY. THERE WAS A BOUNCE AND THE RIGHT WING CAME UP AND THE ACFT VEERED TO THE LEFT OFF THE RWY. POWER WAS APPLIED AND THE ACFT PARALLELED THE RWY. THE LEFT WING CONTACTED SEVERAL SMALL LIMBS OF TREES ALONG THE SIDE OF THE GRASSY AREA. IT LIFTED OFF ABOUT THE MIDDLE OF THE TURN AROUND ON THE EAST END OF THE ARPT. THE LEFT WING CONTACTED A TREE AND THE ACFT ROLLED LEFT AND DOVE INTO THE RIVER ABOUT 200 FT BELOW. THERE WAS A VARIABLE CROSS WIND. THERE WERE SKID MARKS IN THE GRASS AND ON THE ASPHALT TURNAROUND.

Brief of Accident (Continued)

File No. - 2559

11/19/85

BRYSON CITY, NC

A/C Reg. No. N9547E

Time (Lc1) - 1500 EST

Occurrence #1      ON GROUND ENCOUNTER WITH WEATHER  
Phase of Operation      LANDING

Finding(s)

1. WEATHER CONDITION - CROSSWIND

Occurrence #2      MISCELLANEOUS/OTHER  
Phase of Operation      LANDING

Finding(s)

2. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
3.      IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND
4.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING

Finding(s)

5. OBJECT - TREE(S)
6.      DIRECTIONAL CONTROL - NOT PERFORMED - PILOT IN COMMAND
7.      CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING

Finding(s)

8. TERRAIN CONDITION - WATER, ROUGH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6,7

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2477      12/26/85      KINGS MOUNTAIN, NC      A/C Reg. No. N7300A      Time (Lcl) - 1630 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
Pass	0	0	1	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2200  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 145 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 240/015 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  
SALISBURY, NC  
Destination  
FRANKLIN COUNTY, GA

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 - DIRT  
Runway Status - DRY  
SNOW - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 59

Biennial Flight Review

Current - YES  
Months Since - 3  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 300	Last 24 Hrs	- 0
Make/Model	- 279	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 0
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT HAD BEEN MOORED ON AN OPEN RAMP IN EXTREMELY COLD TEMPERTURES. DURING PREFLIGHT THE PLT FOUND THAT THE FUEL STRAINER DRAIN WOULD NOT CLOSE AND ONE WING TANK DRAIN WOULD NOT OPEN. A MECHANIC ATTEMPTED TO REPAIR THE LEAKING STRAINER BUT COULD NOT STOP FUEL FROM FLOWING BY USE OF THE SELECTOR VALVE. A PLUG WAS PLACED IN THE STRAINER TO MINIMIZE THE LEAK AND THE PLT DECIDED TO FLY TO HIS HOMEBASE TO MAKE THE NECESSARY REPAIRS. ABOUT 15 MINUTES INTO THE FLT, THE ACFT EXPERIENCED A LOSS OF POWER REQUIRING A FORCED LANDING. INSPECTION OF THE FUEL SYSTEM INDICATED THE PRESENCE OF WATER IN THE SELECTOR VALVE.



Brief of Accident (Continued)

File No. - 2477

12/26/85

KINGS MOUNTAIN, NC

A/C Reg. No. N7300A

Time (Lc1) - 1630 EST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. WEATHER CONDITION - TEMPERATURE EXTREMES
4. FUEL SYSTEM - FROZEN
5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2497      6/18/85      GRAND FORKS,ND      A/C Reg. No. N5203V      Time (Lcl) - 1545 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	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 - HUGHES 269C	Eng Make/Model - LYCOMING IO-360-D1A	ELT Installed/Activated - YES-UNK/NR
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 - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MARK ANDREWS
Wind Dir/Speed- 330/020 KTS	ATC/Airspace	Runway Ident - 35R
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 400/ 50
Lowest Sky/Clouds - UNK/NR	Type of Clearance - TRAFFIC ADVISORY	Runway Surface - ASPHALT
Lowest Ceiling - 4500 FT OVERCAST	Type Apch/Lndg - SIMULATED FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1661
SE LAND	Months Since - 9	Make/Model- 224
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 107
		Multi-Eng - 20
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 40
		Rotorcraft - 1550

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

ON JUNE 18, 1985, A STUDENT PLT AND HIS INSTRUCTOR WERE ON ALOCAL TNG FLT. PRIOR TO COMPLETING THE MISSION, THE INSTRUCTOR HAD HIS STUDENT EXECUTE A 180 DEGREE AUTOROTATION. DURING THE MANEUVER, THE MAIN ROTOR RPM WAS ALLOWED TO DECAY INTO THE CRITICAL RANGE WHICH RESULTED IN A HARD LANDING AND SUBSEQUENTLY DESTROYED THE HELICOPTER.

Brief of Accident (Continued)

File No. - 2497

6/18/85

GRAND FORKS,ND

A/C Reg. No. N5203V

Time (Lc1) - 1545 CDT

-----  
Occurrence           HARD LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

1. ROTOR RPM - NOT MAINTAINED - DUAL STUDENT
2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
3. AUTOROTATION - ATTEMPTED - DUAL STUDENT

-----  
-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2554      11/01/85      BISMARCK,ND      A/C Reg. No. N3663K      Time (Lcl) - 1600 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	1	0
Pass	0	0	0	1	0

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model      - BEECH A36TC  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3650  
No. of Seats      - 4

Eng Make/Model - CONTINENTAL TS10-520-UB  
Number Engines - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 300 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 210/007 KTS  
Visibility      - 12.0 SM  
Lowest Sky/Clouds - 5000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC.  
Destination  
DICKINSON,ND

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

BISMARCK MUNICIPAL  
Runway Ident      - 31  
Runway Lth/Wid      - N/A  
Runway Surface      - DIRT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND,ME LAND

Age - 53  
Biennial Flight Review  
Current      - YES  
Months Since      - 14  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 702	Last 24 Hrs	- 2
Make/Model-	241	Last 30 Days-	UNK/NR
Instrument-	148	Last 90 Days-	26
Multi-Eng	- 50		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF, THE PLT OF THE BEECH A36TC ACFT ACTIVATED WHAT HE BELIEVED WAS THE FLAP RETRACTION LEVER, AND THE ENG QUIT. THE PLT MADE A FORCED LANDING APRX 1000 FT FROM THE RWY DEPARTURE END. DURING THE INVESTIGATION, THE ENG WAS STARTED AND FUNCTIONED NORMALLY, UNTIL THE EMERG FUEL PUMP (EFP) SWITCH WAS ACTIVATED, WHICH RESULTED IN THE ENG QUITTING DUE TO FLOODING. THIS STEP WAS REPEATED SEVERAL TIMES WITH THE SAME RESULTS. THE EFP SWITCH AND FLAP RETRACTION LEVER ARE APRX TWO INCHES APART.

Brief of Accident (Continued)

File No. - 2554

11/01/85

BISMARCK,ND

A/C Reg. No. N3663K

Time (Lcl) - 1600 CST

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM - INCORRECT
2. FUEL BOOST PUMP SELECTOR POSITION - INADVERTENT USE - PILOT IN COMMAND
3. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN(STANDARD/REQUIREMENT),CONTROL LOCATION - MANUFACTURER

Occurrence #2      FORCED LANDING  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

4. LIGHT CONDITION - DAYLIGHT

Occurrence #3      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
6. 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

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. - 2571      12/20/85      AINSWORTH,NE      A/C Reg. No. N110LG      Time (Lcl) - 1855 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation      -POSITIONING  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
DESTROYED  
Fire      NONE

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	2	0	0	0

-----Aircraft Information-----

Make/Model      - BELL 206L  
Landing Gear      - SKID  
Max Gross Wt      - 4150  
No. of Seats      - 3

Eng Make/Model      - ALLISON 250-C20B  
Number Engines      - 1  
Engine Type      - TURBOSHAFT  
Rated Power      - 420 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      - UNK/NR  
Wind Dir/Speed- 300/006 KTS  
Visibility      - 2.000 SM  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - 2500 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - DRIZZLE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
KEARNEY,NE  
Destination  
AINSWORTH,NE

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  
  
HELICOPTER

Age - 32  
Biennial Flight Review  
Current      -- YES  
Months Since      - 6  
Aircraft Type      - UH1H

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 2264  
Make/Model- 271  
Instrument- 105  
Last 24 Hrs - 6  
Last 30 Days- UNK/NR  
Last 90 Days- 67  
Rotorcraft - 2264

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THIS MED-EVAC HELICOPTER WAS BEING POSITIONED TO PICK UP A PATIENT. THE PLT OBTAINED A WX BRIEFING WHICH INCLUDED A FORECAST FOR A CHANCE OF MARGINAL VMC ALONG THE PLANNED ROUTE, ALTHOUGH AT THE TIME OF THE BRIEFING THE DEST WEATHER WAS VMC. THE FLT DEPARTED AT ABOUT SUNDOWN AND THE DEST WX DETERIORATED WHILE THE FLT WAS ENROUTE. WITNESSES NEAR THE ACDT SITE, WHICH WAS 23 NM SE OF THE DEST. REPORTED FREEZING RAIN AND/OR WET SNOW FALLING AS THE HELICOPTER FLEW PAST THEIR RANCHES AT LOW ALT HEADING NW. IT WAS COMPLETELY DARK AT THE TIME OF THE ACDT AND THE AREA WHERE THE ACDT OCCURRED IS SPARSLEY POPULATED PROVIDING FEW GROUND LIGHTS FOR VISUAL REF. THE HELICOPTER CRASHED IN HILLY, SNOW COVERED TERRAIN IN A NEAR VERTICAL, NOSE LOW ATTITUDE AND WAS DESTROYED.

Brief of Accident (Continued)

File No. - 2571

12/20/85

AINSWORTH, NE

A/C Reg. No. N110LG

Time (Lc1) - 1855 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - SNOW
2. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
3. IMPROPER DECISION, PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND
4. WEATHER CONDITION - RAIN
5. LIGHT CONDITION - DARK NIGHT

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation CRUISE

Finding(s)

6. SPIRAL - INADVERTENT - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6,7

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2514      5/12/85      CARRIZOZO,NM      A/C Reg. No. N8618A      Time (Lcl) - 1700 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
SUBSTANTIAL

Fire  
ON GROUND

Crew  
Pass

	Injuries			
	Fatal	Serious	Minor	None
	1	0	0	0
	0	0	0	0

-----Aircraft Information-----

Make/Model      - ENSTROM F-28F  
Landing Gear      - SKID  
Max Gross Wt      - 1950  
No. of Seats      - 2

Eng Make/Model      - LYCOMING HIO-360 FIAD  
Number Engines      - 1  
Engine Type      - TURBOSHAFT  
Rated Power      - 225 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 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  
ALBUQUERQUE,NM  
Destination  
CARRIZOZO,NM

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
STUDENT

Age - 48  
Biennial Flight Review  
Current      - N/A  
Months Since      - N/A  
Aircraft Type      - N/A

Medical Certificate - NON-VALID MEDICAL  
Flight Time (Hours)

Total	-	121	Last 24 Hrs	- UNK/NR
Make/Model-	83		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	UNK/NR
			Rotorcraft	- 98

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT DEPARTED ALBUQUERQUE, NM WITH LESS THAN FULL FUEL TANKS AND A WORN OUT ENG DRIVEN FUEL PUMP WHICH ALLOWED FUEL TO BE PUMPED OVERBOARD. NO FLT PLAN WAS FILED. DURING HIS VMC X-COUNTRY FLT, THE ENG FAILED AND AN UNSUCCESSFUL AUTOROTATION RESULTED IN FATAL INJURIES. THE INVESTIGATION REVEALED THE FUEL GAUGE WAS INACCURATE AND NO FUEL WAS FOUND IN THE LINES SUPPLYING FUEL TO THE ENG. THE ENG WAS NOT RUNNING AT THE TIME IMPACT.



Brief of Accident (Continued)

File No. - 2514

5/12/85

CARRIZOZO,NM

A/C Reg. No. N8618A

Time (Lc1) - 1700 MDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. FUEL SYSTEM,PUMP - WORN
5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
6. FUEL SYSTEM,PUMP - SIPHONING
7. 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      DESCENT - UNCONTROLLED

Finding(s)

8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
9. TERRAIN CONDITION - HIGH VEGETATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,7

Factor(s) relating to this accident is/are finding(s) 1,3,4,6,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2496      7/07/85      RIO RANCHO, NM      A/C Reg. No. N53410      Time (Lcl) - 1136 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
0  
2

Minor  
1  
0

None  
0  
0

-----Aircraft Information-----

Make/Model      - CESSNA 172P  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2150  
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      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 300/004 KTS  
Visibility      - 40.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
ALBUQUERQUE, NM  
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, MILITARY  
SE LAND, ME LAND

Age - 26  
Biennial Flight Review  
Current      - YES  
Months Since      - 1  
Aircraft Type      - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 542      Last 24 Hrs - 3  
Make/Model- 22      Last 30 Days- UNK/NR  
Instrument- UNK/NR      Last 90 Days- 38  
Multi-Eng - 512      Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A PLEASURE FLT, WITH HIS PARENTS AS PAX, THE PLT DECIDED TO DEMONSTRATE A GLIDE DOWN TO APRX 500 FT AGL. WHEN HE ADDED POWER FOR RECOVERY, HE STALLED THE ACFT. BEFORE COMPLETE RECOVERY WAS POSSIBLE, THE ACFT STRUCK THE GROUND.

Brief of Accident (Continued)

File No. - 2496

7/07/85

RIO RANCHO,NM

A/C Reg. No. N53410

Time (Lc1) - 1136 MDT

Occurrence #1      LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation      DESCENT - NORMAL

Finding(s)

1. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
2.      IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

4. AIRSPEED - UNCONTROLLED - PILOT IN COMMAND
5. ALTITUDE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - NONE SUITABLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2553      12/23/85      CLOUDCROFT,NM      A/C Reg. No. N9201L      Time (Lcl) - 1220 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor  
1      0  
0      0

None  
0  
0

-----Aircraft Information-----

Make/Model      - GRUMMAN GULFSTREAM AMERI AA-1A      Eng Make/Model      - LYCOMING O-235-C2C  
Landing Gear      - TRICYCLE-FIXED      Number Engines      - 1  
Max Gross Wt      - 1500      Engine Type      - RECIPROCATING-CARBURETOR  
No. of Seats      - 2      Rated Power      - 108 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 330/010 KTS  
Visibility      - 50.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
ALAMOGORDO,NM  
Destination  
CLOVIS,NM

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 - 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      - 384      Last 24 Hrs - UNK/NR  
Make/Model- 318      Last 30 Days- UNK/NR  
Instrument- . 0      Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE WAS FOLLOWING A HIGHWAY FROM ALAMOGORDO, NM TO ROSWELL, NM. THE PLT CONTINUED TO STATE THAT THE HIGHWAY LEAD HIM INTO AN AREA OF HIGH TERRAIN THAT HIS ACFT COULD NOT CLIMB OVER. THE PLT WAS UNABLE TO TURN AROUND AND EXECUTED AN EMERG LANDING INTO TREES. THE PLT INDICATED THAT THERE WERE NO MECHANICAL PROBLEMS WITH ACFT.

Brief of Accident (Continued)

File No. - 2553

12/23/85

CLOUDCROFT,NM

A/C Reg. No. N9201L

Time (Lc1) - 1220 MST

Occurrence IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation LANDING

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND.
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. PROPER ALTITUDE - NOT POSSIBLE - PILOT IN COMMAND
4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
6. OBJECT - TREE(S)
7. STALL/MUSH - INTENTIONAL - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2565      11/26/85      PANACA, NV      A/C Reg. No. N999TG      Time (Lcl) - 1512 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew	1	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT						

-----Aircraft Information-----

Make/Model - GRIFFIN, THOMAS MODIFIED KR-Z	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	PACANA, NV	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	PANACA, NV	PANACA
Wind Dir/Speed- 120/002 KTS	ATC/Airspace	Runway Ident - 70
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 1620/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - UNK/NR		

-----Personnel Information-----

Pilot-In-Command	Age - 66	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 704
SE LAND	Months Since - 2	Make/Model- 1
	Aircraft Type - 172	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 1
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

A WITNESS TO THE ACCIDENT OBSERVED THE AIRCRAFT CLIMB STRAIGHT AHEAD AND MAKE A SHALLOW LEFT 90 DEGREE TURN. THE AIRCRAFT WAS THEN OBSERVED TO RESUME LEVEL FLIGHT. THE AIRCRAFT THEN SLOWLY WEN INTO A BANK AND FELL OFF INTO A DIVE STRIKING THE GROUND. THIS WAS THE FIRST TEST FLIGHT FOR THIS AIRCRAFT. NO FAILURE OR MALFUNCTION WAS FOUND IN THE AIRFRAME, POWER PLANT OR FLIGHT CONTROLS. NO STALL WARNING SYSTEM WAS INSTALLED ON THIS AIRCRAFT. ON AUTOPSY THE MEDICAL EXAMINERS OPINION WAS THAT THE PILOTS DEATH WAS CAUSED BY MULTIPLE EXTREME TRAUMATIC INJURIES. THE PILOT HAD HAD A CORONARY BYPASS OPERATION. THE PILOT PROBABLY ENTERED INTO A STALL DURING THE TURN TO DOWNWIND WITH INSUFFICIENT ALTITUDE AVAILABLE FOR RECOVERY.

Brief of Accident (Continued)

File No. - 2565

11/26/85

PANACA,NV

A/C Reg. No. N999TG

Time (Lcl) - 1512 PST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INACCURATE - PILOT IN COMMAND
  2.    IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2595      4/04/85      RONKONKOMA, NY      A/C Reg. No. N10220      Time (Lcl) - 0905 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 - CESSNA 310H	Eng Make/Model - CONTINENTAL IO-470D	ELT Installed/Activated - YES/YES
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 - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ST. AUGUSTINE, FL	LONG ISLD MACAUTHER ARPT
Wind Dir/Speed- 310/012 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5186/ 150
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 132
SE LAND, ME LAND	Months Since - 3	Last 24 Hrs - UNK/NR
	Aircraft Type - 310H	Make/Model- 22
		Instrument- 0
		Multi-Eng - 26
		Last 30 Days- 2
		Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT DEPARTED RUNWAY 33L AND CLIMBED TO ABOUT 500 FEET AGL WITH THE LANDING GEAR DOWN. NEAR THE DEPARTURE END OF RUNWAY 33L THE AIRCRAFT BANKED RIGHT AND SPIRALED TO THE GROUND AND CRASHED.



Brief of Accident (Continued)

File No. - 2595

4/04/85

RONKONKOMA,NY

A/C Reg. No. N1022Q

Time (Lcl) - 0905 EST

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Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. GEAR RETRACTION - NOT PERFORMED - PILOT IN COMMAND
  2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2426

8/17/85

BROOKLYN,NY

A/C Reg. No. N5250G

Time (Lc1) - 1207 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -OTHER WORK USE  
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 C-305A  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2300  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-470-11  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 213 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 190/010 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - 30000 FT THIN, BKN  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
COLTS NECK,NJ  
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,ME LAND  
HELICOPTER

Age - 39

Biennial Flight Review

Current - YES  
Months Since - 6  
Aircraft Type - 305A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2600	Last 24 Hrs	- UNK/NR
Make/Model-	87	Last 30 Days-	30
Instrument-	UNK/NR	Last 90 Days-	79
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN AERIAL BANNER TOW OPERATION AT LOW LEVEL ALONG THE BEACH, WITNESSES OBSERVED THE AIRPLANE BANK SHARPLY TO THE RIGHT AND DIVE INTO THE WATER. WITNESSES RECALL THE ENGINE NOISE TO HAVE BEEN LOUD YET SPUTTERING BEFORE THE IMPACT. INSPECTION OF THE WRECKAGE REVEALED THE CARRY THRU AILERON CABLE FAILED DUE TO EXCESSIVE WEAR AND OVERLOAD FORCES. WIRE FRACTURE ANALYSIS DID NOT DIFFERENTIATE PRE OR POST IMPACT FAILURE.

Brief of Accident (Continued)

File No. - 2426

8/17/85

BROOKLYN, NY

A/C Reg. No. N5250G

Time (Lcl) - 1207 EDT

---

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING

Finding(s)

1. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
  2. UNDETERMINED
  3. FLT CONTROL SYST, AILERON CONTROL - WORN
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - WATER, ROUGH
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2596

8/28/85

WHEATLAND, NY

A/C Reg. No. N9787U

Time (Lcl) - 1945 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	2
Pass	0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - GRUMMAN AA-1C

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1600

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 115 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 5.0 SM

Lowest Sky/Clouds - 2000 FT SCATTERED

Lowest Ceiling - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LEROY, NY

Destination

ROCHESTER, NY

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 - SOFT

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 29

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - 76

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 917	Last 24 Hrs	- 2
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Make/Model-	61	Last 30 Days-	69
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Instrument-	61	Last 90 Days-	114
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Multi-Eng	- 10
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT DEPARTED LEROY, NY, ON AN INSTRUCTIONAL FLT TO ROCHESTER, NY. FIFTEEN MINUTES AFTER DEPARTURE THE FLT MADE A FORCED LANDING IN A BEAN FIELD. EXAMINATION OF THE ACFT SHOWED NO USEABLE FUEL REMAINED.

Brief of Accident (Continued)

File No. - 2596

8/28/85

WHEATLAND, NY

A/C Reg. No. N9787U

Time (Lc1) - 1945 EDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Occurrence #3      GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2578

9/19/85

RONKONKOMA, NY

A/C Reg. No. N90716

Time (Lc1) - 1145 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - DESCENT

Fire

Crew

0

1

0

1

ON GROUND

Pass

0

0

0

0

-----Aircraft Information-----

Make/Model - ROBINSON R-22

Landing Gear - SKID

Max Gross Wt - 1262

No. of Seats - 2

Eng Make/Model - LYCOMING O-320 SERIES

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-

Visibility - 6.0 SM

Lowest Sky/Clouds - SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

RONKONKOMA, NY

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

LONG ISL. MACARTHUR

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - CONCRETE

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

HELICOPTER

Age - 23

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - R22

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1070

Make/Model- 1070

Instrument- 0

Last 24 Hrs - 6

Last 30 Days- UNK/NR

Last 90 Days- 226

Rotorcraft - 1070

Instrument Rating(s) - NONE

-----Narrative-----

WHILE HOVERING STUDENT PILOT APPLIED AFT CYCLIC AND THE FLT INSTRUCTOR COULD NOT REGAIN CONTROL BEFORE TAIL ROTOR STRUCK THE TAXIWAY. HELICOPTER ROTATED VIOLENTLY AND ROLLED OVER AND TO REST ON THE SKIDS. THE HELICOPTER WAS DESTROYED.

Brief of Accident (Continued)

File No. - 2578

9/19/85

RONKONKOMA,NY

A/C Reg. No. N90716

Time (Lc1) - 1145 EDT

-----  
Occurrence #1       LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    HOVER

Finding(s)

1. CYCLIC - IMPROPER USE OF - DUAL STUDENT
  2. REMEDIAL ACTION - NOT ATTAINED - PILOT IN COMMAND(CFI)
  3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
- 

Occurrence #2       IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2427      10/05/85      BREAKABEEN,NY      A/C Reg. No. N6524J      Time (Lcl) - 0900 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew	2	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0	0
Accident Occurred During -DESCENT						

-----Aircraft Information-----

Make/Model - CESSNA C-377A	Eng Make/Model - CONTINENTAL IO-360-C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 210 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	GT.BARRINGTON,MA	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - IMC	FRANKFORT,KY	
Wind Dir/Speed- 160/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 9.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1700 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2674
SE LAND,ME LAND	Months Since - 4	Make/Model- 26
	Aircraft Type - C-150	Instrument- 92
		Multi-Eng - 70
		Last 24 Hrs - UNK/NR
		Last 30 Days- 31
		Last 90 Days- 129
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ADVISED BY SEVERAL SOURCES THAT BAD WX WAS LOCATED ALONG THE INTENDED ROUTE OF FLT. THE PLT STATED THAT HE INTENDED TO FLY OVER THE BAD WX SINCE WX AT THE DESTINATION WAS GOOD. A MAYDAY CALL FROM 24J WAS BROADCASTED OVER THE EMER. FREQ. WITNESSES OBSERVED THE ACFT SPIN OUT OF THE SKY FOLLOWED BY PIECES OF ALUMINUM. WITNESSES STATED THAT THE WX AT THE TIME WAS THUNDERSTORMS, LIGHTNING, HIGH WINDS AND HEAVY RAINS.



Brief of Accident (Continued)

File No. - 2427

10/05/85

BREAKABEEN,NY

A/C Reg. No. N6524J

Time (Lc1) - 0900 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation UNKNOWN

Finding(s)

1. WEATHER EVALUATION - POOR - PILOT IN COMMAND
2. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
4. IMPROPER DECISION,LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation UNKNOWN

Finding(s)

6. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
7. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
8. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
9. IMPROPER DECISION,PANIC - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

10. WING - SEPARATION
11. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

12. TERRAIN CONDITION - GROUND
13. AIRCRAFT HANDLING - 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) 5,8,11

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2597 11/15/85 MILLBROOK,NY

A/C Reg. No. N6195V

Time (Lcl) - 0830 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	1	0	0
Crew	0	0	0	0
Pass	0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - LAKE LA4-200  
Landing Gear - AMPHIBIAN  
Max Gross Wt - 2400  
No. of Seats - 4

Eng Make/Model - LYCOMING IO360 SER  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

ELT Installed/Activated - YES-UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 020/005 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - 7000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

POUGHKEEPSIE,NY

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - GO AROUND

Airport Proximity

ON AIRPORT

Airport Data

SKY ACRES

Runway Ident - 35

Runway Lth/Wid - 3885/ 20

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 41

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 - 74 Last 24 Hrs - 1

Make/Model- 50 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 25

Multi-Eng - 4

Instrument Rating(s) - NONE

-----Narrative-----

DURING A GO-AROUND THE AIRCRAFT STALLED AND CRASHED ON THE AIRPORT.

Brief of Accident (Continued)

File No. - 2597

11/15/85

MILLBROOK, NY

A/C Reg. No. N6195V

Time (Lcl) - 0830 EST

-----  
Occurrence #1        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    APPROACH - GO-AROUND (VFR)

Finding(s)

1. AIRSPEED - NOT OBTAINED - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2458

12/11/85

CORNING, NY

A/C Reg. No. N7770Y

Time (Lc1) - 1023 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
Crew 1	0	0	0
Pass 0	0	0	0

Type of Operation -BUSINESS

Flight Conducted Under -14 CFR 91

Accident Occurred During -APPROACH

Fire  
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-30

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 3600

No. of Seats - 4

Eng Make/Model - LYCOMING IO-320-BIA

Number Engines - 2

Engine Type - RECIP-FUEL INJECTED

Rated Power - 160 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 010/006 KTS

Visibility - 2.000 SM

Lowest Sky/Clouds - PART OBS

Lowest Ceiling - 400 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - UNK/NR

Condition of Light - DAYLIGHT

Itinerary

Last Departure Ppint

LINDEN, NJ

Destination

SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ELMIRA

Runway Ident - 06

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - ILS-COMPLETE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME LAND

Age - 56

Biennial Flight Review

Current - YES

Months Since - 22

Aircraft Type - PA-30

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3719

Make/Model- UNK/NR

Instrument- 920

Multi-Eng - 2569

Last 24 Hrs - 7

Last 30 Days- 20

Last 90 Days- 35

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING ILS RUNWAY 6 APPROACH ACFT HIT HIGH TERRAIN SHORT OF THE OUTER MARKER. WHEN ON DOWNWIND FOR APPROACH PILOT SAID HE WAS NOT RECEIVING THE LOCALIZER AND ASKED FOR A SURVEILLANCE APPROACH. CONTROLLER SAID HE COULD NOT PROVIDE. WHEN CLEARED FOR THE ILS APPROACH PILOT SAID HE WAS EXPECTING AN APPROACH TO ELMIRA. CONTROLLER SAID HE WAS GETTING APPROACH TO ELMIRA AND REPEATED CLEARANCE. PILOT SAID HE HAD AN APPROACH CHART FOR RUNWAY 24 BUT NOT 6. HE WAS GIVEN LOCALIZER FREQ. AND LATER REPORTED ON THE LOCALIZER COURSE. RADAR DISPLAY INDICATED SAME. POST CRASH TESTING SHOWED GLIDE SLOPE RECEIVER IN ACFT WAS OUT OF ADJUSTMENT BUT CAPABLE OF FUNCTIONING. ACFT APPEARED TO HAVE FLOWN INTO TREES IN LEVEL ATTITUDE.

Brief of Accident (Continued)

File No. - 2458

12/11/85

CORNING,NY

A/C Reg. No. N7770Y

Time (Lcl) - 1023 EST

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Occurrence            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. FLIGHT MANUALS - NOT MAINTAINED - PILOT IN COMMAND
  2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
  3.     IMPROPER USE OF PROCEDURE, EXCESSIVE WORKLOAD (TASK OVERLOAD) - PILOT IN COMMAND
  4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  5.     IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - 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. - 2455      12/26/85      MTTITUCK,NY      A/C Reg. No. N9409W      Time (Lcl) - 1145 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28-235	Eng Make/Model - LYCOMING O-540-B4B5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2700	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 260/020 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  
FARMINGDALE,NY  
Destination  
MATTITUCK,NY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity  
ON AIRPORT

Airport Data

MATTITUCK  
Runway Ident - 19  
Runway Lth/Wid - 2200/ 130  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 38

Biennial Flight Review

Current - YES  
Months Since - 6  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 280	Last 24 Hrs - UNK/NR
Make/Model- 12	Last 30 Days- UNK/NR
Instrument- 15	Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

PILOT STATES ON LANDING FLAIR THE AIRCRAFT WAS TRACKING ON A 190 DEGREE HEADING FOR RWY 29 WINDS WERE FROM 260 PT 20 KTS ON FLAIR ACFT DRIFTED APPROX 16 FT TO THE LEFT AND LEFT WIDE EXTENDED BEYOND RWY MAKING CONTACT WITH SHRUBBRY ON THE EDGE OF THE RWY. ACFT SUFFERED SUBSTANTIAL DAMAGE. THE PRIVATE PILOT WAS NOT INJURED.

Brief of Accident (Continued)

File No. - 2455

12/26/85

MTTITUCK,NY

A/C Reg. No. N9409W

Time (Lcl) - 1145 EDT

Occurrence #1      LOSS OF CONTROL - ON GROUND

Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH OBJECT

Phase of Operation      LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION .

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2468      12/06/85      ADA,OH      A/C Reg. No. N5755X      Time (Lcl) - 1850 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	1	0	0	0
Accident Occurred During -DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 320	Eng Make/Model - CONT MOTOR TSIO-470-B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4990	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	ST SIMONS ISL.,GA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	PONTIAC,MI	Runway Ident - N/A
Wind Dir/Speed- 270/004 KTS	ATC/Airspace	Runway Lth/Wld - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Status - SNOW - DRY
Lowest Ceiling - 3000 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1194
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 7
	Aircraft Type - 320	Make/Model- 7
		Instrument- 119
		Multi-Eng - 466
		Last 30 Days- 7
		Last 90 Days- 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT OVERFLEW A PLANNED INTERMEDIATE STOP BEFORE RUNNING LOW ON FUEL. HE WAS UNABLE TO FIND THE AIRPORT HE WAS BEING VECTORED TO & ATTEMPTED TO LAND IN A PLOWED FIELD DURING DARK CONDITIONS. AS THE AIRCRAFT PASSED OVER POWERLINES THE AIRCRAFT WAS OBSERVED TO NOSE OVER.



Brief of Accident (Continued)

File No. - 2468

12/06/85

ADA,OH

A/C Reg. No. N5755X

Time (Lc1) - 1850 EST

Occurrence #1        FORCED LANDING  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - INCORRECT

Occurrence #2        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    MANEUVERING

Finding(s)

3. FLUID,FUEL - EXHAUSTION

Occurrence #3        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

Finding(s)

4. OBJECT - WIRE,STATIC
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
7. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
8. LIGHT CONDITION - DARK NIGHT

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) 1,5,7

Factor(s) relating to this accident is/are finding(s) 3,4,6,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2479      7/29/85      MANZANITA,OR      A/C Reg. No. N8011A      Time (Lcl) - 1510 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -CLIMB

Aircraft Damage  
SUBSTANTIAL

Fire  
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 170B  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 2200  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL D-300-A  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 145 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A

Basic Weather      - IMC  
Wind Dir/Speed-      UNK/NR  
Visibility      - UNK/NR

Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - 500 FT OVERCAST  
Obstructions to Vision-      UNK/NR  
Precipitation      - RAIN  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
MANZANITA,OR  
Destination  
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 38  
Biennial Flight Review  
Current      - YES  
Months Since      - 1  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 937  
Make/Model-      UNK/NR  
Instrument-      UNK/NR  
Multi-Eng      - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- 18  
Last 90 Days- 40  
Rotorcraft      - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AIRCRAFT WAS OBSERVED TO ENTER A LOW OVERCAST SHORTLY AFTER TAKE OFF. THE AIRCRAFT THEN HIT A MOUNTAIN ABOUT 4 MILES NORTH OF THE DEPARTURE AIRPORT.

Brief of Accident (Continued)

File No. - 2479

7/29/85

MANZANITA, OR

A/C Reg. No. N8011A

Time (Lcl) - 1510 PDT

Occurrence #1

Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. WEATHER EVALUATION - NOT ATTAINED - PILOT IN COMMAND
2. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND
3. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation CLIMB - TO CRUISE

Finding(s)

6. TERRAIN CONDITION - HIGH TERRAIN
7. IMPROPER DECISION, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
8. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5,7,8

Factor(s) relating to this accident is/are finding(s) 4,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2472      10/11/85      HOMER CITY, PA      A/C Reg. No. N3257      Time (Lcl) - 2140 EDT

-----Basic Information-----

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-MOUNTAIN AIR CARGO, INC.	DESTROYED					
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire					
Flight Conducted Under	-14 CFR 135	NONE	Crew	1	Fatal	Serious	Injuries
Accident Occurred During	-DESCENT		Pass	0	0	0	Minor
							None

-----Aircraft Information-----

Make/Model	- DE HAVILLAND DHC-6	Eng Make/Model	- P&W PT6A-20	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 11579	Engine Type	- TURBOPROP		
No. of Seats	- 2	Rated Power	- 550 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	- VMC	Airport Data	
Wind Dir/Speed	- 250/005 KTS	Runway Ident	- N/A
Visibility	- 10.0 SM	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- CLEAR	Runway Surface	- N/A
Lowest Ceiling	- NONE	Runway Status	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 5725	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 1	Make/Model - 574	Last 30 Days - UNK/NR
	Aircraft Type - DHC-6	Instrument - 0	Last 90 Days - 106
		Multi-Eng - 4495	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS OBSERVED FLYING AT LOW ALTITUDE ALONG ABOUT A 5 MILE DISTANCE. SOME WITNESSES DESCRIBED THE ACFT ALTITUDE AS JUST ABOVE TREETOPS. WITNESS HEARD ENGINE SOUNDS AND SAW LIGHTS ON THE ACFT. THE ACFT FLIGHT WAS ON A SOUTHEAST DIRECTION BEFORE IT COLLIDED WITH RISING TERRAIN AT A HEIGHT OF ABOUT 1250 FT. THE WRECKAGE WAS SCATTERED ALONG A DISTANCE OF 375 FT AND ORIENTED ON A 160 DEGREE MAGNETIC HEADING. THE DESTINATION, PITTSBURGH, IS LOCATED SOUTHWEST OF THE DEPARTURE POINT, STATE COLLEGE. EVIDENCE OF ACFT MALFUNCTION WAS NOT DISCLOSED. THE ACFT HAD 1902 LBS OF CARGO INCLUDING 65 LBS OF DRY ICE WHICH WAS CONTAINED IN STYROFOAM BOXES. AUTOPSY AND TOXICOLOGICAL FINDINGS WERE NEGATIVE. THE PLT FLEW NIGHTLY, FROM STATE COLLEGE TO PITTSBURGH AND RETURNED THE FOLLOWING MORNING. HE OPERATED A BUSINESS DURING THE DAY. WITNESSES STATED THE PLT WAS WELL RESTED AND IN GOOD SPIRITS BEFORE THE FLIGHT.

Brief of Accident (Continued)

File No. - 2472

10/11/85

HOMER CITY, PA

A/C Reg. No. N3257

Time (Lc1) - 2140 EDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - NORMAL

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
2. TERRAIN CONDITION - RISING
3. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. CLEARANCE - IMPROPER - PILOT IN COMMAND
5. LOW PASS - PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

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. - 2542      10/23/85      GROVE CITY, PA      A/C Reg. No. N3668P      Time (Lcl) - 2110 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECH BE-95-100	Eng Make/Model - GARRETT TPE-331	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 10600	Engine Type - TURBOPROP	
No. of Seats - 11	Rated Power - 715 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point HILTONHEAD, SC	
Method - UNK/NR	Destination GROVE CITY, PA	Airport Data GROVE CITY
Completeness - UNK/NR		Runway Ident - 27
Basic Weather - VMC		Runway Lth/Wid - 3500/ 75
Wind Dir/Speed- CALM	ATC/Airspace	Runway Surface - ASPHALT
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Status - DRY
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - UNK/NR	
Lowest Ceiling - UNK/NR	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 5552
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 8
	Aircraft Type - UNK/NR	Make/Model- 249
		Instrument- 541
		Last 30 Days- UNK/NR
		Last 90 Days- 121
		Multi-Eng - 2654

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TURNING ON TO FINAL FOR RWY 270 TRANSITION/UPGRADE PILOT OBSERVED HE WAS HIGH. POWER WAS THEN REDUCED  
AIRCRAFT WAS THEN ON SHORT FINAL A POWER ADJUSTMENT WAS MADE CAUSING AIRCRAFT TO LAND 400/500 FEET PASS RWY  
THRESHOLD. ON CONTACT WITH RWY NOSE GEAR COLLAPSED AIRCRAFT CAME TO REST APPROXIMATELY 1000 FURTHER DOWN RWY.

Brief of Accident (Continued)

File No. - 2542

10/23/85

GROVE CITY, PA

A/C Reg. No. N3668P

Time (Lcl) - 2110 EDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING

Finding(s)

1. AIRCRAFT PERFORMANCE, LANDING CAPABILITY - EXCEEDED
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

3. LANDING GEAR, NOSE GEAR - BUCKLED
4. LEVEL OFF - IMPROPER - DUAL STUDENT

Occurrence #3      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) 2,4

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. - 2420      6/27/85      SAN JUAN, PR      A/C Reg. No. N129AA      Time (Lcl) - 1136 AST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-AMERICAN AIRLINES, INC.	SUBSTANTIAL					
Type of Operation	-SCHEDULED, INTL, PASSENGER	Fire	Crew	Fatal	1	1	11
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	2	28	227
Accident Occurred During	-TAKEOFF						

-----Aircraft Information-----

Make/Model	- MCDONNELL DOUGLAS DC-10-10	Eng Make/Model	- GE CF6	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 430000	Engine Type	- TURBOFAN		
No. of Seats	- 345	Rated Power	- 45000 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - TELETYPE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	DALLAS/FT WORTH, TX	LUIS MUNOZ MARIN INT'L
Wind Dir/Speed - 160/008 KTS	ATC/Airspace	Runway Ident - 08
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wld - 10002/ 200
Lowest Sky/Clouds - 3000 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 - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 19000
ME LAND	Months Since - 6	Make/Model - 215
	Aircraft Type - DC-10	Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 6
		Last 30 Days - UNK/NR
		Last 90 Days - 180
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LANDING AT SAN JUAN, THE ACFT WAS PARKED AT THE CUSTOMS AREA, THEN WAS TOWED TO GATE 15 & LOADED FOR THE NEXT FLT. THE PUSH-BACK WAS SUCH THAT THE CREW HAD TO TAXI TO THE GEN AVN PARKING AREA & TURN AROUND BFR PROCEEDING TO RWY 8 FOR DEPARTURE. WHEN CLEARED FOR TAKEOFF, THE WND WAS FROM 160 DEG AT 11 GUSTING 22 KTS. AT APRX 120 KTS ON THE TAKEOFF ROLL, A LOUD RUMBLING SOUND OCCURRED WHICH INCREASED RAPIDLY, THEN THE ACFT BEGAN TO VIBRATE. AT APRX THE V1 SPD OF 141 KTS, THE CAPT REJECTED THE TAKEOFF USING MAX BRAKING. UNABLE TO STOP ON THE REMAINING RWY, HE ANGLED THE ACFT TO THE SAFEST AREA. THE FLT ENGR'S BACK WAS INJURED AS THE ACFT HIT THE REIL SYS. THE ACFT STOPPED WITH ITS NOSE IN A LAGOON. DUE TO TREES, WTR, ACFT ATTITUDE & ONE ACCIDENTAL DISARMING, ONLY 4 OF 8 EMERG SLIDES WERE USED. A LAB ANALYSIS INDICATED THAT THE #7 TIRE HAD FAILED DUE TO LOW INFLATION, MOST LIKELY FROM FOD. DURING THE ABORT, ITS COMPANION TIRE FAILED FROM OVERLOAD. BLACK MARKS ON THE TAXIWAY REVEALED THE #7 TIRE STARTED LOSING PRESSURE WHILE THE ACFT WAS TAXIING.



Brief of Accident (Continued)

File No. - 2420

6/27/85

SAN JUAN, PR

A/C Reg. No. N129AA

Time (Lc1) - 1136 AST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR, TIRE - FOREIGN OBJECT
2. LANDING GEAR, TIRE - LEAK
3. LANDING GEAR, TIRE - FAILURE, TOTAL

Occurrence #2 OVERRUN  
Phase of Operation TAKEOFF

Finding(s)

4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT  
Phase of Operation OTHER

Finding(s)

5. OBJECT - APPROACH LIGHT/NAVAID

Occurrence #4 ON GROUND COLLISION WITH TERRAIN  
Phase of Operation OTHER

6. TERRAIN CONDITION - ROUGH/UNEVEN
7. TERRAIN CONDITION - WATER, ROUGH
8. MISC EQPT/FURNISHINGS, SLIDES - OTHER
9. EMERGENCY EQUIPMENT - INADVERTENT DEACTIVATION - FLIGHT ATTENDANT
10. OBJECT - TREE(S)
11. MISC EQPT/FURNISHINGS, SLIDES - MOVEMENT RESTRICTED

-----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) 5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2406      11/27/85      DORADO,PR      A/C Reg. No. N4444P      Time (Lcl) - 1900 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-23-160	Eng Make/Model - LYCOMING O-320-B3B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 5	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	ISLA GRANDE,PR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 170/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 580
SE LAND,ME LAND	Months Since - 5	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 250
		Instrument- 40
		Multi-Eng - 255
		Last 30 Days- UNK/NR
		Last 90 Days- 9
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT AFTER A BRIEF LOCAL FLIGHT HE WAS RETURNING TO ISLA GRANDE ARPT WHEN HE EXPERIENCED A LOSS OF POWER IN BOTH ENGINES & MADE A FORCED LANDING ON THE BEACH NEAR DORADO PUERTO RICO. POST CRASH EXAMINATION OF THE WRECKAGE REVEALED THAT THE TWO MAIN FUEL TANKS WERE EMPTY & THE AUX TANKS CONTAINED ONLY A NEGLIGIBLE AMOUNT OF FUEL.

Brief of Accident (Continued)

File No. - 2406

11/27/85

DORADO,PR

A/C Reg. No. N4444P

Time (Lc1) - 1900 AST

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Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    CRUISE

Finding(s)

1. FLUID,FUEL - EXHAUSTION
  2. FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT

-----  
Occurrence #3        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - GROUND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2545      11/27/85      EAST GREENWICH, RI      A/C Reg. No. N220F      Time (Lcl) - 0541 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation      -FERRY  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -APPROACH

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      - BEECH C90  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 9650  
No. of Seats      - 8

Eng Make/Model      - P & W PT6A-21  
Number Engines      - 2  
Engine Type      - TURBOPROP  
Rated Power      - 530 HP

ELT Installed/Activated - YES-UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - IMC  
Wind Dir/Speed- 350/009 KTS  
Visibility      - 2.000 SM  
Lowest Sky/Clouds      -  
Lowest Ceiling      - 300 FT OBSCURED  
Obstructions to Vision- FOG  
Precipitation      - DRIZZLE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
MORRISTOWN, NJ  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan      - IFR  
Type of Clearance      - IFR  
Type Apch/Lndg      - ILS-COMPLETE  
FULL STOP

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

T. F. GREEN  
Runway Ident      - 05  
Runway Lth/Wid      - 7166/ 200  
Runway Surface      - ASPHALT  
Runway Status      - WET

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL, ATP  
SE LAND, ME LAND  
HELICOPTER

Age      - 42  
Biennial Flight Review  
Current      - YES  
Months Since      - 3  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 13005	Last 24 Hrs	- UNK/NR
Make/Model-	200	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	20

Instrument Rating(s)      - HELICOPTER

-----Narrative-----

THE ACFT CRASHED ABOUT NINE MILES SHORT OF THE RWY DURING AN ILS APPROACH TO WARWICK, RI IN IMC WX. THE ACFT HAD BEEN CLEARED TO DESCEND FROM 13000 TO 3000 FT. THE ACFT CRASHED OUTSIDE THE OUTER MARKER. THE CO-PLT HAD REPORTED THE ACFT AS INSIDE THE OUTER MARKER. THE CREW DID NOT REPORT ANY ACFT PROBLEMS. THE APPROACH PROCEDURE REQUIRES THAT THE FLT CROSS THE OUTER MARKER AT 1800 FT MSL. 5 MILES FROM TOUCHDOWN. MINIMUM WX IS 200 FT CEILING & 1/2 MILE VIS. SURFACE OBSERVATION AT TIME OF THE ACC WAS 300 FT OVERCAST WITH 1/2 & 1/2 MILES VISIBILITY. POST ACC EXAM OF THE WRECKAGE FAILED TO DISCLOSE ANY MALFUNCTIONS OR FAILURES IN THE EQUIPMENT.

Brief of Accident (Continued)

File No. - 2545

11/27/85

EAST GREENWICH, RI

A/C Reg. No. N220F

Time (Lcl) - 0541 EST

-----  
Occurrence            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. OBJECT - TREE(S)
2. IFR PROCEDURE - NOT USED - PILOT IN COMMAND
3. DECISION HEIGHT - BELOW - PILOT IN COMMAND
4. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2491      10/18/85      CHARLESTON, SC      A/C Reg. No. N1944H      Time (Lcl) - 0909 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation            -UNAUTHORIZED  
Flight Conducted Under       -14 CFR 91  
Accident Occurred During    -MANEUVERING

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model       - PIPER PA-34-200T  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3400  
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-UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing       - NO RECORD OF BRIEFING  
Method            - N/A  
Completeness      - N/A  
Basic Weather      - IMC

Wind Dir/Speed- 020/011 KTS  
Visibility        - 7.0 SM

Lowest Sky/Clouds -  
Lowest Ceiling    - 800 FT OVERCAST

Obstructions to Vision- NONE  
Precipitation      - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
GOLDSBORO, NC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance    - NONE  
Type Apch/Lndg       - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident       - N/A  
Runway Lth/Wid     - N/A  
Runway Surface      - N/A  
Runway Status       - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE, COMMERCIAL, CFI  
SE LAND, ME LAND  
GLIDER

Age - 29

Biennial Flight Review

Current            - YES  
Months Since       - 9  
Aircraft Type      - PA-34

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1077	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- 185	Last 90 Days	- UNK/NR
Multi-Eng	- 122	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS OBSERVED ON RADAR AS IT APPROACHED THE JOINT CIVIL - MILITARY AIRPORT. IT PASSED OVER NEAR THE CENTER OF THE AIRPORT AT ABOUT 200 FEET AGL. THERE WAS NO REPORTED COMMUNICATION WITH THE AIRCRAFT. SEVERAL SIGHTING PLACED THE AIRCRAFT UNDER AT LEAST ONE BRIDGE AS IT BUZZED SEVERAL SHIPS AND TUGS. THE AIRCRAFT ALSO FLEW LOW OVER A SECTION OF THE BASE WHERE THE PILOT HAD FORMERLY WORKED AND HE DROPPED OUT AT LEAST ONE FLARE. THE AIRCRAFT WAS OBSERVED AS IT LINED UP ON THE ABANDONED FUEL STORAGE TANK AND CRASHED INTO THE SIDE OF IT. BOTH ENGINES WERE RUNNING AND THERE WAS NO KNOWN OR REPORTED PROBLEM WITH THE AIRCRAFT. RULED A SUICIDE BY THE MED EXAMINER.

Brief of Accident (Continued)

File No. - 2491

10/18/85

CHARLESTON, SC

A/C Reg. No. N1944H

Time (Lc1) - 0909 EDT

Occurrence #1      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      MANEUVERING

Finding(s)

1. OBJECT - OBJECT
2. STOLEN AIRCRAFT/UNAUTHORIZED USE - INTENTIONAL - PILOT IN COMMAND
3. SUICIDE - INTENTIONAL - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, MOTIVATION - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, EMOTIONAL REACTION - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INTERPERSONAL RELATIONS - PILOT IN COMMAND

Occurrence #2      FIRE  
Phase of Operation      OTHER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2429      11/07/85      SPARTA, TN      A/C Reg. No. N100HF      Time (Lcl) - 0735 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

	Fatal	Serious	Minor	None
Crew	0	1	1	0
Pass	0	0	3	0

-----Aircraft Information-----

Make/Model	- HAWKER SIDDELEY DH 125-400A	Eng Make/Model	- GARRET AIRE. TFE 731-3-1H	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 23800	Engine Type	- TURBOJET		
No. of Seats	- 9	Rated Power	- 3700 LBS THRUST		

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - UNK/NR  
Basic Weather      - IMC

Wind Dir/Speed- 290/008 KTS

Visibility      - 3.000 SM

Lowest Sky/Clouds      -

Lowest Ceiling      - 900 FT OVERCAST

Obstructions to Vision- FOG

Precipitation      - RAIN

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
ROCKY MOUNT, NC

Destination  
SPARTA, TN

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance      - IFR

Type Apch/Lndg      - SDF

STRAIGHT-IN

Airport Proximity  
ON AIRPORT

Airport Data

SPARTA-WHITE CO.  
Runway Ident      - 03  
Runway Lth/Wid      - 5006/ 75  
Runway Surface      - ASPHALT  
Runway Status      - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND, ME LAND

Age - 31

Biennial Flight Review

Current      - YES

Months Since      - 6

Aircraft Type - 126

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 5161

Make/Model- 1802

Instrument- 939

Multi-Eng - 4783

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 173

Instrument Rating(s) - AIRPLANE

-----Narrative-----

TEN MINUTES PRIOR TO LANDING HEAVY RAIN FELL ON AIRPORT. ACFT MAD NORMAL TOUCHDOWN, SPOILERS & LIFT DUMP ACTIVATED. PIC DELAYED BRAKE APPLICATION AS USUAL AND DID NOT GET THRUST LEVERS IN IDLE. AFTER ACFT PASSED MID-FIELD TAXIWAY PIC REPORTED BRAKES BECAME INEFFECTIVE. ACFT HYDROPLANED ON WATER-COVERED RUNWAY AND OVERRAN DEPARTURE END, DOWN AND EMBANKMENT, & HIT A DITCH. RUNWAY HAD AN OFF CENTER CROWN, GRASS WAS ABOUT TWO FEET TALL AT RUNWAY EDGE, AND A DAM HAD FORMED FROM PREVIOUSLY CUT GRASS WHICH PREVENTED WATER DRAINAGE. AIRPORT MANAGER SAID HE WAS NOT AWARE WATER WOULD STAND ON RUNWAY.



Brief of Accident (Continued)

File No. - 2429

11/07/85

SPARTA, TN

A/C Reg. No. N100HF

Time (Lcl) - 0735 CST

Occurrence #1      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - RAIN
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - FOREIGN SUBSTANCE COVERED
3. INFORMATION - NOT IDENTIFIED - AIRPORT PERSONNEL
4. FACILITY INADEQUATE - AIRPORT PERSONNEL
5. UNSAFE/HAZARDOUS CONDITION WARNING - NOT ISSUED - AIRPORT PERSONNEL
6. TERRAIN CONDITION - WET
7. RUNWAY MAINTENANCE - INADEQUATE - AIRPORT PERSONNEL
8. AIRCRAFT PERFORMANCE, HYDROPLANING CONDITION - WATER
9. LANDING GEAR, TIRE - PRESSURE TOO LOW
10. BRAKES(NORMAL) - DELAYED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

11. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6,7,8,10

Factor(s) relating to this accident is/are finding(s) 9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2544

11/13/85

PARIS, TN

A/C Reg. No. N4974A

Time (Lcl) - 1515 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - GARY E. WILSON QUICKIE

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - UNK/NR

No. of Seats - 1

Eng Make/Model - WEDTECH SP 440

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 38 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 150/003 KTS

Visibility - 6.0 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

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

PARIS-HENRY COUNTY

Runway Ident - 20

Runway Lth/Wid - 5000/ 75

Runway Surface - DIRT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 24

Biennial Flight Review

Current - YES

Months Since - 17

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 105

Make/Model- 40

Instrument- 3

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD COMPLETED SEVERAL HIGH SPEED TAXI RUNS IN THE HOMEBUILT ACFT PRIOR TO THE ATTEMPTED FLT. THE ACFT CLIMBED TO ABOUT 50-100 FT AND REACHED A SPEED OF APPRX 65 MPH. IT WOULD NOT ACCELERATE NOR CLIMB ANY FURTHER. THE PLT ATTEMPTED A TURN BACK TO THE ARPT AND THE ACFT BEGAN TO LOSE ALTITUDE. THE PLT ATTEMPTED A FORCED LANDING OFF THE ARPT. THE ACFT HIT A FENCE AND CARTWHEELED. THE PLT REPORTED THAT THE ENGINE HAD NOT DEVELOPED FULL RPM DURING THE TAKEOFF AND THAT PART OF THE COWLING WAS NOT INSTALLED FOR THIS FLIGHT.

Brief of Accident (Continued)

File No. - 2544

11/13/85

PARIS, TN

A/C Reg. No. N4974A

Time (Lc1) - 1515 CST

Occurrence #1      LOSS OF POWER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. COWL FLAPS CONTROL - IMPROPER

Occurrence #2      FORCED LANDING  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

3. OBJECT - FENCE

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2540      12/15/85      SPRINGFIELD, TN      A/C Reg. No. N2697Z      Time (Lcl) - 1415 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -MANEUVERING

Aircraft Damage  
DESTROYED

Fire  
NONE

Crew  
Pass

	Fatal	Serious	Minor	None
1	0	0	0	0
1	0	0	0	0

-----Aircraft Information-----

Make/Model      - BELLANCA 8KCAB  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1800  
No. of Seats      - 2

Eng Make/Model      - LYCOMING AEIO-320-E2B  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 150 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC

Wind Dir/Speed- 200/012 KTS  
Visibility      - 12.0 SM  
Lowest Sky/Clouds      - 25000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 23  
Biennial Flight Review  
Current      - YES  
Months Since      - 1  
Aircraft Type      - PA28R20

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 236	Last 24 Hrs	- UNK/NR
Make/Model-	17	Last 30 Days-	14
Instrument-	44	Last 90 Days-	36

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH THE GROUND INVERTED. WITNESSES STATED THAT THE ACFT WAS PERFORMING LOOPS PRIOR TO THE ACCIDENT. REPORTEDLY, THE PLT WAS GIVING A FEMALE COMPANION A "JOY RIDE". THE PLT HAD RECENTLY RECEIVED HIS COMMERCIAL CERT. INSTRUMENT RATING & CFI CERTIFICATE. HE HAD LOGGED 3 HRS OF AEROBATIC INSTRUCTION & 14 HRS OF AEROBATIC PRACTICE IN BELLANCA 8KCAB. DURING THE 90 DAYS PRECEDING THE ACCIDENT THE PLT HAD LOGGED ONLY 2 HRS IN THE BELLANCA 8KCAB. DURING THE INVESTIGATION, NO DISCREPANCIES WERE FOUND WITNIN THE ACFT.

Brief of Accident (Continued)

File No. - 2540

12/15/85

SPRINGFIELD, TN

A/C Reg. No. N2697Z

Time (Lc1) - 1415 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
2. IMPROPER DECISION, OSTENTATIOUS DISPLAY - PILOT IN COMMAND
3. PROPER ALTITUDE - BELOW - PILOT IN COMMAND
4. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2425

6/12/85

DELTA,UT

A/C Reg. No. N4760L

Time (Lcl) - 2030 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-LANDING				
		Crew			
		Pass			
		0	0	0	2
		0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-180N  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2175  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A3A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 50.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
DELTA,UT  
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

DELTA MUNICIPAL  
Runway Ident - 34  
Runway Lth/Wid - 6011/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND

Age - 51  
Biennial Flight Review  
Current - YES  
Months Since - 18  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours).

Total	- 2924	Last 24 Hrs	- UNK/NR
Make/Model-	574	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng -	UNK/NR	Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS FLOWN BY A STUDENT PLT AND HIS INSTRUCTOR ON A LOCAL TNG FLT. DURING LANDING THE SUTDENT PLT DID NOT FLAIR THE ACFT IN TIME, HIT HARD AND BOUNCED. THE INSTRUCTOR TOOK CONTROL, MADE A SOFT LANDING FOLLOWED BY THE MAIN LANDING GEAR COLLAPSING. THE ACFT WAS SUBSTANTIALLY DAMAGED, HOWEVER, THE OCCUPANTS WERE NOT INJURED.

Brief of Accident (Continued)

File No. - 2425

6/12/85

DELTA,UT

A/C Reg. No. N4760L

Time (Lc1) - 2030 MDT

Occurrence #1      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
2. LEVEL OFF - NOT CORRECTED - PILOT IN COMMAND(CFI)

Occurrence #2      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

3. LANDING GEAR,MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2510 9/03/85 MOAB,UT

A/C Reg. No. N9229

Time (Lcl) - 1430 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation -POSITIONING  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 182N  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2950  
No. of Seats - 4

Eng Make/Model - LYCOMING O-470 SERIES  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 230 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 190/010 KTS  
Visibility - 100.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
MOAB,UT  
Destination  
HITE,UT

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - DIRT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND,ME LAND

Age - 62  
Biennial Flight Review  
Current - YES  
Months Since - 2  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 4500  
Make/Model- 280  
Instrument- 0  
Multi-Eng - 2850  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 32

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED AFTER THE ACCIDENT THAT HE EXPERIENCED A LOSS OF POWER WHILE CRUISING AT 8500 MSL. HE WAS UNABLE TO RESTORE POWER AND EXECUTED AN EMERGENCY LANDING IN AN OPEN AREA COVERED BY SAGE BRUSH. DURING THE LANDING ROLL, THE ACFT NOSED OVER. EXAMINATION OF THE ENG REVEALED THE NO. 2 PISTON HAD FAILED FOR UNKNOWN REASONS. THE ENG HAD BEEN OVERHAULED APPX 1495 HRS PRIOR TO THE FAILURE.



Brief of Accident (Continued)

File No. - 2510

9/03/85

MOAB,UT

A/C Reg. No. N9229

Time (Lcl) - 1430 MDT

Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,PISTON - DISINTEGRATED
2. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2417      3/30/85      ROANOKE, VA      A/C Reg. No. N8233R      Time (Lcl) - 2002 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	1	0	0
Pass 0	0	0	0
Other 0	0	0	3

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - BELLANCA 17-30A  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3325  
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-K  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 300 HP

ELT Installed/Activated - YES-UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 150/012 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 - NIGHT(DARK)

Itinerary

Last Departure Point  
RICHMOND, VA  
Destination  
BLACKSBURG, VA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ROANOKE MUNI  
Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 55  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1018  
Make/Model- 180  
Instrument- 247  
Multi-Eng - UNK/NR  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED HE RAN A FUEL TANK DRY DURING FLT AT 6000 FT. HE SWITCHED FUEL TANKS, TURNED ON THE BOOST PUMP & MANIPULATED THE ENG CONTROLS, BUT WAS UNABLE TO RESTART THE ENG. DURING A FORCED LANDING ON I-581, THE ACFT STRUCK A PICKUP TRUCK (TRAVELING IN THE SAME DRCTN), THEN VEERED INTO AN EMBANKMENT. NONE OF THE OCCUPANTS IN THE TRUCK WERE INJURED. AN EXAM REVEALED ALL FUEL TANKS CONTAINED FUEL EXCEPT THE L MAIN TANK. THE BOOST PUMP SW WAS FND IN THE "PRIME" POSITION, A CONDITION WHICH COULD CAUSE FLOODING OF THE ENG. DETAILS OF AIR RESTART PROCEDURE & BOOST PUMP POSITION NOMENCLATURE DIFFER BETWEEN MANUALS/ACFT MARKINGS. FUEL MANAGEMENT FOR THE 4 TANKS REQUIRED POSITIONING 2 SELECTOR VALVES THRU 6 POSSIBLE POSITIONS. TWO FUEL GAGES WERE INSTALLED; 1 WAS FOR THE 2 MAIN TANKS, THE OTHER WAS FOR THE 2 AUX TANKS. THE GAGES INDICATED ONLY THE QUANTITY OF FUEL IN THE SELECTED TANK. THE OTHER GAGE READ EMPTY WHEN NEITHER OF ITS RESPECTIVE TANKS WERE SELECTED. FLT MANUAL PROVIDED ONLY LIMITED INFO ON FUEL SYS. PLT'S FACE INJURED, NO SHOULDER HARNESS INSTLD.

Brief of Accident (Continued)

File No. - 2417

3/30/85

ROANOKE,VA

A/C Reg. No. N8233R

Time (Lcl) - 2002 EST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INFORMATION INSUFFICIENT - MANUFACTURER
4. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND
5. FUEL SYSTEM - INADEQUATE
6. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN - MANUFACTURER
7. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN(STANDARD/REQUIREMENT),INSTRUMENT LOCATION - MANUFACTURER
8. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
9. IMPROPER USE OF PROCEDURE,INFORMATION UNCLEAR - MANUFACTURER

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - UNCONTROLLED

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

10. LIGHT CONDITION - DARK NIGHT
11. OBJECT - VEHICLE

Occurrence #4      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING

Finding(s)

12. TERRAIN CONDITION - DIRT BANK
13. MISC EQPT/FURNISHINGS,SHOULDER HARNESS - LACK OF

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,8

Factor(s) relating to this accident is/are finding(s) 3,5,6,7,9,10,11,12,13

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2462

7/23/85

CHARLOTTESVILLE, VA

A/C Reg. No. N89432

Time (Lc1) - 1130 EDT

-----Basic Information-----

Type Operating Certificate-COMMUTER

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	- INSTRUCTIONAL				
Flight Conducted Under	- 14 CFR 91				
Accident Occurred During	- LANDING				
		Crew			
		Pass			
		0	0	0	1
		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 - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 050/010 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - 15000 FT SCATTERED

Lowest Ceiling - 20000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BALITIMORE, MD

Destination

CHARLOTTESVILLE, VA

Airport Proximity  
ON AIRPORT

Airport Data

CHARLOT. ALBERMARLE

Runway Ident - 03

Runway Lth/Wid - 6001/ 150

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 41

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 - 88 Last 24 Hrs - UNK/NR

Make/Model- 88 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT ENTERED A LEFT BASE FOR RWY 03, AND ACCORDING TO A WITNESS, MADE A HARD LANDING ON THE MAIN GEAR. AFTER TOUCHDOWN, THE NOSE GEAR COLLAPSED AND THE ACFT SLID APPROXIMATELY 80 FEET DOWN THE RWY.

Brief of Accident (Continued)

File No. - 2462

7/23/85

CHARLOTTESVILLE,VA

A/C Reg. No. N89432

Time (Lcl) - 1130 EDT

Occurrence #1      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. STALL/MUSH - NOT MAINTAINED - PILOT IN COMMAND
2. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

3. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2460      7/28/85      FREDERICKSBURG, VA      A/C Reg. No. N10WN      Time (Lc1) - 0850 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -TAKEOFF

Fire  
NONE

-----Aircraft Information-----

Make/Model      - STAMPE SV4C  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1700  
No. of Seats      - 2

Eng Make/Model      - RENAULT 4PO  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - UNK/NR

ELT Installed/Activated - UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - UNK/NR  
Method      - UNK/NR  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed-  
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-  
SAME AS ACC/INC  
Destination  
MIAMI, FL

Airport Proximity  
ON AIRPORT

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)  
ATP  
SE LAND, ME LAND

Age - 53

Biennial Flight Review

Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 31000	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LOST DIRECTIONAL CONTROL AND VEERED TO THE RIGHT. COLLIDING WITH A TIED DOWN CESSNA 210, N2542X, WHILE TAKING OFF FROM RWY 23 AT SHANNON AIRPORT, FREDERICKSBURG, VIRGINIA.

Brief of Accident (Continued)

File No. - 2460

7/28/85

FREDERICKSBURG,VA

A/C Reg. No. N10WN

Time (Lc1) - 0850 EDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

4. OBJECT - AIRCRAFT PARKED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2463      11/29/85      MANASSAS,VA      A/C Reg. No. N8499B      Time (Lc1) - 1530 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - ROBINSON R-22	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 124 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	MANASSAS MUNICIPAL AIRPORT
Wind Dir/Speed- 040/009 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3700/ 100
Lowest Sky/Clouds - 1800 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 2900 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1893
SE LAND,ME LAND,SE SEA	Months Since - 6	Last 24 Hrs - 1
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 32
		Instrument- 142
		Multi-Eng - 238
		Last 30 Days- UNK/NR
		Last 90 Days- 11
		Rotorcraft - 824

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A SIMULATED STRAIGHT IN AUTOROTATION TO RUNWAY 34L WAS ENTERED FROM FINAL APPROACH BY LOWERING THE COLLECTIVE, AND A PWR RECOVERY WAS PLANNED AT THE BOTTOM OF THE AUTOROTATION. AT ABOUT 150 FEET AGL, THE THROTTLE WAS ROLLED IN TO MATCH THE ENGINE AND ROTOR NEEDLES, BUT THE ENGINE DID NOT RESPOND. THE AUTOROTATION WAS CONTINUED TO THE GROUND, AND THE HELICOPTER IMPACTED THE TERRAIN ABOUT 100 FEET FROM THE RWY 34L THRESHOLD, BOUNCED A FEW FEET IN THE AIR, ROTATED APPROXIMATELY 80-90 DEGREES TO THE LEFT, AND STRUCK THE GROUND AGAIN, COMING TO REST WITH AN APPROXIMATE 240 DEGREE HEADING. THE TAIL BOOM WAS SEVERED AND THE SKIDS WERE SPREAD.



Brief of Accident (Continued)

File No. - 2463

11/29/85

MANASSAS, VA

A/C Reg. No. N8499B

Time (Lc1) - 1530 EST

Occurrence #1 LOSS OF POWER  
Phase of Operation OTHER

Finding(s)

1. AUTOROTATION - SIMULATED - PILOT IN COMMAND
2. UNDETERMINED

Occurrence #2 FORCED LANDING  
Phase of Operation LANDING

Finding(s)

3. TERRAIN CONDITION - GROUND
4. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 HARD LANDING  
Phase of Operation LANDING

Occurrence #4 PROPELLER/ROTOR CONTACT  
Phase of Operation LANDING

Finding(s)

5. MISC ROTORCRAFT, TAIL BOOM - SEPARATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2518      7/18/85      PEPIN,WI      A/C Reg. No. N38174      Time (Lc1) - 1905 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  
DESTROYED  
Fire  
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model      - PIPER PA-28-140  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1950  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-320 SERIES  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A

Basic Weather      - VMC  
Wind Dir/Speed- 220/016 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - 3400 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

PEPIN AIRWAYS  
Runway Ident      - 70  
Runway Lth/Wid      - 2300  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 22

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	- 96	Last 24 Hrs	- 1
Make/Model-	23	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	20

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT TRAVELED THREE QUARTERS DOWN A 2300 FOOT SOD RUNWAY AND THE PILOT ATTEMPTED TO TAKEOFF WITH 55 KIAS. THE AIRCRAFT MUSHED INTO TREES OFF THE END OF THE RUNWAY WHEN THE PILOT COULDN'T OBTAIN FLYING SPEED. THE PILOT REPORTED FULL ENGINE RPM WAS AVAILABLE, TEMP 81 DEGREES F.

Brief of Accident (Continued)

File No. - 2518

7/18/85

PEPIN,WI

A/C Reg. No. N38174

Time (Lcl) - 1905 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - EMERGENCY

Finding(s)

1. OBJECT - TREE(S)
2. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
3. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
4. STALL/MUSH - INITIATED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2526      7/27/85      LAKEWOOD, WI      A/C Reg. No. N7183R      Time (Lc1) - 0945 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	1
			Other 0	0	1	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 - NO
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 150 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 080/007 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 25000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point LAKEWOOD, WI</p> <p>Destination GREENBAY, WI</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data</p> <p>LAKEWOOD COUNTRY CLUB</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 2640/ 80</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) STUDENT</p>	<p>Age - 31</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 27</td> <td>Last 24 Hrs - 0</td> </tr> <tr> <td>Make/Model- 27</td> <td>Last 30 Days- 0</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 11</td> </tr> </table>	Total - 27	Last 24 Hrs - 0	Make/Model- 27	Last 30 Days- 0	Instrument- 0	Last 90 Days- 11
Total - 27	Last 24 Hrs - 0							
Make/Model- 27	Last 30 Days- 0							
Instrument- 0	Last 90 Days- 11							

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT AND HIS PAX HAD LANDED ON AN AIRSTRIP ON A GOLF COURSE. ON TAKEOFF THE STUDENT PLT LIFTED OFF EARLY AND STALLED BACK ON THE TURF. HE THEN LOST DIRECTIONAL CONTROL, VEERED OFF THE AIRSTRIP AND STRUCK A GOLFER IN THE BACK WITH THE OUTER SECTION OF THE LEFT WING. GOLFER INJURIES WERE MINOR, ACFT DAMAGE SUBSTANTIAL

Brief of Accident (Continued)

File No. - 2526

7/27/85

LAKEWOOD, WI

A/C Reg. No. N7183R

Time (Lc1) - 0945 CDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)

1. JUDGEMENT - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
5. STALL - UNCONTROLLED -

Occurrence #2      LOSS OF CONTROL - ON GROUND  
Phase of Operation   LANDING

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation   LANDING - ROLL

Finding(s)

6. DIRECTIONAL CONTROL - POOR - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, 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) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2529      7/29/85      FRANKLIN,WI      A/C Reg. No. N4542F      Time (Lcl) - 0850 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew. 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E3D	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-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 310/005 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">NEENAH,WI</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">RAINBOW</p> <p>Runway Ident - 70</p> <p>Runway Lth/Wid - 2125/ 32</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 190
SE LAND	Months Since - UNK/NR	Make/Model- 10
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 45

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT USED A SHORTFIELD TAKEOFF AND THE ACFT WOULD NOT FLY. THE PLT ABORTED THE TAKEOFF AND LANDED ON THE END OF THERWY, OVERRUNNING THE RWY AND STRIKING A DITCH. THE PLT REPORTED ENGINE RPM NORMAL AND THE ACFT WAS UNDER MAX GROSS TAKEOFF WEIGHT.

Brief of Accident (Continued)

File No. - 2529

7/29/85

FRANKLIN,WI

A/C Reg. No. N4542F

Time (Lcl) - 0850 CDT

-----  
Occurrence #1            OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. ROTATION - PREMATURE - PILOT IN COMMAND
  2. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
  3. ABORT - INTENTIONAL - PILOT IN COMMAND
- 

Occurrence #2            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH
  5. LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD
  6. WING,SPAR - OVERLOAD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5,6

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2493      8/24/85      CLARKSBURG,WV      A/C Reg. No. N6975R      Time (Lc1) - 1400 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	ON GROUND	0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECH C23	Eng Make/Model - LYCOMING O-360-A4J	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FAIRMONT,WV	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	CANTON,OH	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 2.000 SM	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - 3000 FT BROKEN	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- HAZE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 141
SE LAND	Months Since - 17	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 25
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT RAN INTO LESS THAN VFR WEATHER AND TURNED AROUND AND ATTEMPTED TO MAKE AN AIRPORT. HE BECAME BOXED IN BY WEATHER ALL AROUND AND ATTEMPTED TO LAND ON THE HIGHWAY. HE DID NOT MAKE A PSS OVER HIS INTENDED LANDING AREA. WHEN HE WAS ON SHORT FINAL, A CAR PULLED OUT OF A SIDE ROAD AHEAD OF HIM. HE PULLED UP AND HIT SOME POWER TRANSMISSION LINES WITH THE RIGHT WING. HE CRASH LANDED ON THE ROAD AND SLID INTO THE GUARD RAIL. THE AIRCRAFT CAUGHT FIRE AND WAS DESTROYED.



Brief of Accident (Continued)

File No. - 2493

8/24/85

CLARKSBURG,WV

A/C Reg. No. N6975R

Time (Lc1) - 1400 EDT

Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      MANEUVERING

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. PRECAUTIONARY LANDING - DELAYED - PILOT IN COMMAND
3. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

5. OBJECT - WIRE,TRANSMISSION
6. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
7. LOW PASS - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

8. TERRAIN CONDITION - GROUND
9. 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) 2,3,4,6,7,9

Factor(s) relating to this accident is/are finding(s) 1,5,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2567      8/28/85      HUNTINGTON, WV      A/C Reg. No. N255CS      Time (Lcl.) - 0456 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries		
Name of Carrier -ACME FLIGHT SERVICE, INC.	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation -NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During -					None
					1
					0

-----Aircraft Information-----

Make/Model - CESSNA 404	Eng Make/Model - CONTINENTAL GTSIO520M	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 8400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 375 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	INDIANAPOLIS, IN	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	TRI-STATE
Wind Dir/Speed- 130/004 KTS	ATC/Airspace	Runway Ident - 12
Visibility - .125 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 - UNK/NR	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAWN		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2146
SE LAND, ME LAND	Months Since - 3	Make/Model- 810
	Aircraft Type - 404	Instrument- 358
		Multi-Eng - 1530
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SEVERAL MEN WHO WERE IN A BUILDING AT THE AIRPORT REPORTED THAT THEY COULD HEAR THE AIRCRAFT ON THE APPROACH AND THEN A LOUD NOISE. THEY COULD NOT SEE THE RUNWAY OR THE AIRCRAFT DUE TO THE FOG. THEY GOT IN THE FIRE AND RESCUE VEHICLES AND HAD A HARD TIME FINDING THE PLANE. THE PILOT WAS UNINJURED BUT THE AIRCRAFT HAD A BROKEN RIGHT MAIN LANDING GEAR AND OTHER DAMAGE THAT LEAD THE OPERATORS MAINTENANCE DIRECTOR TOSTATE THAT THE AIRCRAFT HAD A HARD LANDING. THE PILOT STATED THAT HE COULD SEE THE RUNWAY FROM 15 MILES OUT.

Brief of Accident (Continued)

File No. - 2567

8/28/85

HUNTINGTON, WV

A/C Reg. No. N255CS

Time (Lc1) - 0456 EDT

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
  2. WEATHER CONDITION - FOG
  3. LIGHT CONDITION - NIGHT
  4.        IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
- 

Occurrence #2        MAIN GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR, MAIN GEAR - OVERLOAD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 2494      7/22/85      RIVERTON, WY      A/C Reg. No. N6825K      Time (Lcl) - 0945 MDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - UNKNOWN	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 137	NONE	0	0	0	1
Accident Occurred During -LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model - SCHWEIZER AG-CAT G-164B-600	Eng Make/Model - P & W R1340-AN-1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6075	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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	RIVERTON REGIONAL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 28
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8200/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 1380
SE LAND	Months Since - UNK/NR	Make/Model- 650
	Aircraft Type - PA-28	Instrument- 0
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 180

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS CROP SPRAYING A FIELD IN A SCHWEIZER AG-CAT ACFT WHEN THE LEFT LANDING WIRE BROKE. THE PLT RETURNED TO RIVERTON, WY. DURING THE LANDING ROLL, IN ATTEMPT TO STOP THE ACFT AS SOON AS POSSIBLE, HE INADVERTENTLY APPLIED THE BRAKES TOO HARD, CAUSING THE ACFT TO NOSE OVER.

Brief of Accident (Continued)

File No. - 2494

7/22/85

RIVERTON,WY

A/C Reg. No. N6825K

Time (Lc1) - 0945 MDT

-----  
Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)

1. WING,BRACING WIRE - SEPARATION
  2.      IMPROPER USE OF EQUIPMENT/AIRCRAFT,ANXIETY/APPREHENSION - PILOT IN COMMAND
- 

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
  4. BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND
  5.      IMPROPER DECISION,EMOTIONAL REACTION - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

NTSB\_AAB-86-27

Brief Format

U.S. Civil and Foreign Aviation  
Issue Number 13, 1985 Accidents

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