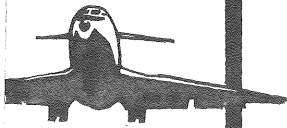


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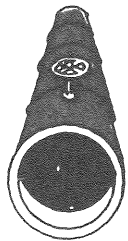
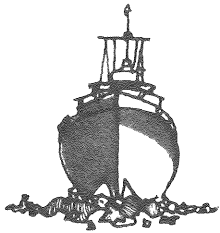


NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

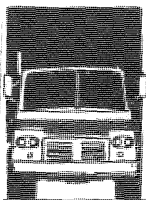
AIRCRAFT ACCIDENT REPORTS

**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 14, 1985 ACCIDENTS**



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UNITED STATES GOVERNMENT

TECHNICAL REPORT DOCUMENTATION PAGE

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		14. Sponsoring Agency Code	
15. Supplementary Notes			
16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1985. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident. File Numbers: 2601 through 2800			
17. Key Words Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather		18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
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FOREWORD

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

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

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

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

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

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

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

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DEFINITIONS

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

Aircraft Accidents

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

1) Except as provided in subparagraph (2) of this paragraph, substantial damage means damage or structural failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component. 2) Engine failure, damage limited to an engine, bent fairings or 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 14

CALENDAR YEAR 1985

File Order Listing - Issue No. 14, 1985

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2601	5516Q	120885	SELMA, CA	MOONEY	M20E	NONE	120
2602	6347G	121185	HONOLULU, HI	CESSNA	150K	NONE	168
2603	714GG	122185	SANTA PAULA, CA	CESSNA	150M	SERIOUS	128
2604	4840G	092185	HUNTINGTON BCH, CA	CESSNA	172N	MINOR	84
2605	7728K	120185	CALEXICO, CA	PIPER	PA-20	NONE	116
2606	2022B	051085	HAYWARD, CA	BEECH	A-36	FATAL	44
2607	80902	052485	WHITPAIN, PA	GLOBE	GC1B	NONE	308
2608	54236	112285	WEST POINT, NY	PIPER	PA-23-250	NONE	284
2609	2561P	102785	NORWOOD, MA	PIPER	PA-38-112	MINOR	210
2610	69127	102785	BANGOR, ME	CESSNA	152	NONE	216
2611	3011P	111785	ATLANTIC CITY, NJ	PIPER	PA-34-200T	NONE	258
2612	4354	090885	SHARPSVILLE, PA	VOLKSPLANE	VP-1	NONE	312
2613	5915J	122885	MARLBORO, NJ	CESSNA	150K	MINOR	260
2614	6629B	110985	BUTLER, PA	CESSNA	210M	NONE	316
2615	4313T	111085	WEST CHESTER, PA	PIPER	PA-32R-301	MINOR	318
2616	7506G	112885	BLOOMSBURG, PA	CESSNA	172K	MINOR	322
2617	291PR	111985	MARS, PA	GENSEN	B8M	NONE	320
2618	24509	110285	BLOOMSBURG, PA	CESSNA	152	NONE	314
2619	8324J	112485	PALMYRA, NY	CESSNA	150G	NONE	286
2620	5249X	111085	COLTS NECK, NJ	CHAMPION	7GCAA	NONE	256
2621	9473Y	111185	PADUCAH, KY	CESSNA	T210N	SERIOUS	194
2622	738SA	091785	WARE, MA	CESSNA	172	SERIOUS	208
2623	10882	121985	TUCSON, AZ	CESSNA	150L	SERIOUS	34
2624	52711	032385	GILA BEND, AZ	CESSNA	182P	NONE	12
2625	22264	103085	SAN ANDREAS, CA	CESSNA	150H	NONE	102

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2626	113CP	082485	ST. HELENA, CA	DUCE PROJECT	BAKENG DUC	FATAL	68
2627	234GA	122785	SAN MANUEL, AZ	MOONEY	M20F	NONE	38
2628	44N	081585	BILLINGS, MT	BEECH	E18S	NONE	248
2629	4113N	081785	ERIE, CO	CESSNA	120	NONE	136
2630	2359T	091985	GREENWOOD, IN	NAVION	61G	NONE	186
2631	2601G	111685	FT. COLLINS, CO	PIPER	PA-38-112	NONE	146
2632	97855	091785	WEST LAFAYETTE, IN	CESSNA	182Q	NONE	184
2633	48514	091185	IRWIN, OH	SCHWEIZER	G-164A	NONE	292
2634	7767P	090685	WASHINGTON, IL	PIPER	PA-24-250	NONE	174
2635	54452	090685	ANN ARBOR, MI	CESSNA	172P	NONE	222
2636	8444K	082985	CONSTANTINE, MI	SCHWEIZER	G164A "450	NONE	220
2637	99666	082185	ASHKUM, IL	ERCOUPE	415-C	NONE	172
2638	48241	073085	INDIANAPOLIS, IN	CESSNA	152II	NONE	182
2639	24457	110885	LANSING, MI	CESSNA	152	NONE	226
2640	6859P	102385	TORONTO, OH	PIPER	PA-22-150	NONE	296
2641	9845M	101485	BLUE EARTH, MN	MAULE	M-4C	NONE	236
2642	1982M	120485	HIGHLAND, MI	CESSNA	T210M	MINOR	230
2643	3081M	062985	CHUGIAK, AK	PIPER	PA-12	FATAL	6
2644	2181N	100385	BELUGA, AK	CESSNA	140	NONE	8
2645	4933N	061685	EAGLE RIVER, AK	BRIANS	PUFFIN	MINOR	4
2646	6753X	102985	HOPE, AK	BEEHCRAFT	BE77	MINOR	10
2647	8112R	030185	RICHFIELD, UT	BEECH	E33-C	NONE	372
2648	2640Q	071985	PHELEN, CA	PIPER	PA-28-181	FATAL	62
2649	29707	092485	PORTERVILLE, CA	HUGHES	369D	SERIOUS	86
2650	XBDRL	122685	TUCSON, AZ	PIPER	PA-34T-220	NONE	36

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2651	5204P	070885	MARANA, AZ	CESSNA	152	FATAL	14
2652	4592Y	122985	HYDER, AZ	CESSNA	T210N	FATAL	40
2653	31UN	062485	CALLAHAN, CA	ROLLADEN-SCN	LS3-A	FATAL	56
2654	9AZ	100285	VAN NUYS, CA	PIPER	PA-32-300	MINOR	88
2655	5794X	070185	CORONA, CA	BEECH	95-B55	FATAL	60
2656	17239	051385	OJAI, CA	CESSNA	177B	FATAL	46
2657	44207	100885	PAYSON, AZ	PIPER	PA-28-151	FATAL	22
2658	8360J	061685	MANHATTAN BEACH, CA	ROBINSON	R22	NONE	54
2659	14GU	090885	TUCSON, AZ	JONAS	HUMMING BI	FATAL	16
2660	7036S	111485	COTTONWOOD, AZ	CESSNA	182P	FATAL	28
2663	7665K	081685	BAY CITY, MI	PIPER	PA-20	NONE	218
2664	5828J	112085	CHESHIRE, CT	BELL	206B	FATAL	156
2665	164RB	082485	ABILENE, TX	VALENTIN	TAIFUN 17E	FATAL	346
2666	4956M	110985	SANTA TERESA, NM	BEECH	F33A	NONE	272
2668	759QY	053185	BYERS, CO	CESSNA	182	NONE	130
2669	4753D	080885	N. PHILADELPHIA, OH	CESSNA	172	NONE	288
2670	7856S	070685	DONALDSON, MN	BELL	47G-3B-1	NONE	234
2671	10607	091485	RENO, NV	NORTH AMERIC	P-51D	NONE	280
2672	9958J	110485	HILO, HI	CESSNA	T188C	NONE	164
2673	2512Y	110685	SAN DIEGO, CA	PIPER	PA-32R-301	FATAL	106
2674	13AS	091685	CARLSBAD, CA	PITTS	S-2A	FATAL	82
2675	6566H	091785	GRAND CANYON, AZ	PIPER	J3 C-65	FATAL	20
2676	30351	111685	SPRINGERVILLE, AZ	CESSNA	177A	MINOR	30
2677	3674G	110685	FRESNO, CA	BEECH	BE-58	NONE	104
2678	201UH	113085	TAFT, CA	MOONEY	M20J	NONE	114

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2679	2877E	082685	SANTA PAULA, CA	AERONCA	7AC	MINOR	74
2680	3762Y	120685	FLAGSTAFF, AZ	CESSNA	210D	NONE	32
2681	8615E	081085	ALTOONA, PA	HUGHES	269C	FATAL	310
2682	6120M	092985	GALWAY, NY	CESSNA	152	MINOR	282
2683	40RD	082585	GLENDALE, CA	BEECH	V35B	NONE	72
2683	62868	082585	GLENDALE, CA	CESSNA	172P	NONE	70
2684	7310X	121385	OXNARD, CA	CESSNA	150	FATAL	124
2685	50CN	111085	AVENAL, CA	BEECH	35	FATAL	108
2686	179SH	101585	VAN NUYS, CA	OFRIA	GLANAIR	FATAL	94
2687	4268V	092685	KULA, HI	AEROSPATIALE	AS350D	FATAL	162
2688	59EP	101185	WOOSTER, OH	CESSNA	421C	NONE	294
2689	9340W	090185	RION, SC	PIPER	PA-28-235-	FATAL	324
2690	7547F	102785	SEAL BEACH, CA	CHAMPION	7ECA	FATAL	100
2691	7053R	052285	JUNCTION CITY, KS	PIPER	PA-28-140	FATAL	192
2691	71201	052285	JUNCTION CITY, KS	BELL	UH-1V	FATAL	190
2692	70336	072385	OAKLAND, MD	PIPER	J3C-65	FATAL	214
2693	23045	033085	SYLMAR, CA	CESSNA	150H	NONE	42
2694	9901K	052285	NEW BALTIMORE, PA	BELL	206B	SERIOUS	306
2695	23LV	052985	W. BRATTLEBORO, VT	BELL	206B	SERIOUS	378
2696	19530	081885	RIALTO, CA	CESSNA	150L	SERIOUS	66
2696	42SH	081885	RIALTO, CA	MAR-FLITE	CHRISTIAN	SERIOUS	64
2697	40501	072385	BRIGHTON, CO	BALLOON WORK	FIREFLY 7	SERIOUS	134
2698	5821X	020385	SHEFFIELD, TX	BEECHCRAFT	C-35	NONE	326
2699	42XX	110685	CHANDLER, AZ	AEROTEK	PITTS S-2A	NONE	26
2699	2315V	110685	CHANDLER, AZ	PIPER	PA-38-112	NONE	24

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2700	9QA	041285	OKANOGAN, WA	HILLER	UH-12E	NONE	380
2701	9966J	062485	LODI, CA	CESSNA	188B	NONE	58
2702	8404E	121885	MOSS, CA	BELL	47G2	MINOR	126
2703	29899	090885	TUCSON, AZ	PETERSON SAI	J-4	NONE	18
2704	1013Q	050785	AVINGER, TX	CESSNA	310H	FATAL	328
2706	3RU	041385	ATHENS, LA	CESSNA	320B	FATAL	196
2707	8458H	121585	DODGEVILLE, WI	PIPER	PA-28-181	NONE	386
2708	3386T	120585	CROOKSTON, MN	CESSNA	.177	NONE	240
2710	6060E	101485	NEW LISBON, WI	BEECH	K35	SERIOUS	384
2711	3807Z	112985	ODELL, IL	BEECH	BE 36	FATAL	178
2712	305AL	092985	NORTH PADRE 967, GM	BELL	206B	SERIOUS	160
2713	7554J	092985	MOUNT VERNON, TX	PIPER	PA-28-R	SERIOUS	362
2714	31919	092485	RUSTON, LA	PIPER	PA-32RT-30	NONE	202
2715	54168	081785	CEDAR CITY, UT	CESSNA	172P II	FATAL	374
2716	6788Y	111285	DETROIT, MI	CESSNA	402C	FATAL	228
2717	2905B	081385	RUIDOSO, NM	PIPER	PA-32-300	NONE	266
2718	8662F	080685	CHEYENNE, WY	HUGHES	369D	NONE	388
2719	736XN	070385	LEADVILLE, CO	CESSNA	R172K	NONE	132
2720	5322U	092785	EVANSTON, WY	CESSNA	TU206G	SERIOUS	392
2721	4780K	083185	HAYDEN, CO	CESSNA	P210N	NONE	138
2722	24126	100585	PARADISE, CA	PIPER	PA-38-112	FATAL	90
2723	43602	111785	LEBEC, CA	PIPER	PA 28-151	FATAL	110
2724	7371S	102585	SACRAMENTO, CA	CESSNA	182P	NONE	96
2724	43091	102585	SACRAMENTO, CA	PIPER	PA-28-181	NONE	98
2725	333AA	052485	BILLINGS, MT	CESSNA	414	FATAL	246

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2726	139WW	082785	FRESNO, CA	SWEARINGEN	SA226TC ME	MINOR	76
2727	199CR	101385	TRACY, CA	KEN BROCK MF	KB-2	FATAL	92
2728	6959E	101085	JAL, NM	CESSNA	175A	FATAL	270
2729	7418N	121885	DENVER, CO	CESSNA	TU-206G	NONE	154
2730	32RR	062785	KANKAKEE, IL	RICHARD E. R	CASSUTT II	MINOR	170
2731	5666S	102485	DECATUR, IN	BEECHCRAFT	A23.19	MINOR	188
2732	9896G	111785	COLDWATER, OH	CESSNA	172L	MINOR	298
2733	180HS	123085	HIBBING, MN	CESSNA	180J	NONE	242
2734	4655P	121485	AURORA, IL	CESSNA	152 II	NONE	180
2735	1994T	092085	PLAINVIEW, TX	PIPER	PA-28R-200	NONE	356
2736	95RA	091885	MT. PLEASANT, TX	PIPER	PA-32-300	NONE	354
2737	4434N	080385	PORT ISABEL, TX	NORTH AMERIC	AT-6	NONE	338
2738	20164	071785	GUTHRIE, OK	CESSNA	177B	MINOR	300
2739	23692	061485	BROWNSVILLE, TX	AIR TRACTOR	AT-301	SERIOUS	334
2741	6541A	120485	SACRAMENTO, CA	BEECH	F33A	FATAL	118
2742	7541V	112785	SAN BERNARDINO, CA	CESSNA	177RG	FATAL	112
2743	130T	072685	SANTA ROSA, NM	BEECH	A36	FATAL	264
2744	1611C	101185	EAGLE, CO	CESSNA	180	FATAL	144
2745	68741	102985	GREENVILLE, MI	CESSNA	152	NONE	224
2746	5106C	110785	DORAN, MN	CESSNA	T210N	NONE	238
2747	6122P	112485	FRANKTOWN, CO	CESSNA	C-152	NONE	150
2748	6905A	092085	HAMPTON, GA	PIPER	PA 60-700P	NONE	158
2749	422NM	111585	ALBUQUERQUE, NM	BEECH	A45	SERIOUS	274
2750	3541	082685	SPRING GREEN, WI	ROGER W. STI	EAA BIPLAN	SERIOUS	382
2751	12YC	121385	OAKDALE, CA	ROBERT D. CA	KR-1	FATAL	122

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2752	9075Y	061385	DALLAS, TX	ROBINSON HEL	R-22	NONE	332
2753	853B	052485	HAMILTON, TX	MOONEY	M20	SERIOUS	330
2754	3865U	081585	SULA, MT	BEECH	76	NONE	250
2755	CGHJQ	050885	MORA, NM	TAYLORCRAFT	UNKNOWN	NONE	262
2756	758UA	092285	SANTA ROSA, NM	CESSNA	172R	FATAL	268
2757	9807J	080685	LEVELLAND, TX	CESSNA	A150M	FATAL	340
2758	6262L	090985	CADDO MILLS, TX	GREAT LAKES	2T-1A-2	SERIOUS	350
2759	711XX	082885	ADA, OK	NORTH AMERIC	BRITISH HA	FATAL	304
2760	87769	101085	ROSHARON, TX	PIPER	J3C-65	MINOR	366
2761	74LF	091485	MCLEAN, TX	PITTS SPL.	S-1	FATAL	352
2762	32GT	071585	SAGINAW, TX	BELL HELICOP	206L-1	SERIOUS	336
2763	3493A	091685	COALINGA, CA	BEECHCRAFT	E-33	NONE	80
2764	204RH	082785	EAST CLOVIS, CA	BELL	204-B	MINOR	78
2765	5982A	051985	SANTA NELLA, CA	CESSNA	172	SERIOUS	48
2766	1316X	052085	LINDSAY, CA	BELL	47-G5	MINOR	50
2767	888W	062785	NEW ORLEANS, LA	CESSNA	172E	SERIOUS	198
2768	5800H	121085	ADRIAN, MI	AEROSPATIALE	SA365N	FATAL	232
2769	58395	111985	KUNIA, OAHU, HI	HUGHES	369D	NONE	166
2770	1863T	010985	GLEN BURNIE, MD	ROCKWELL INT	SABRELINER	MINOR	212
2771	7497L	082185	VERNAL, UT	PIPER	PA-31B-310	SERIOUS	376
2772	7451T	122285	ANTHONY, NM	CESSNA	172A	NONE	278
2773	45724	091285	FORT COLLINS, CO	AERO COMMAND	680FL	FATAL	140
2774	3336F	081885	TORRINGTON, WY	CESSNA	182J	SERIOUS	390
2775	4965Q	102485	CAHOKIA, IL	CESSNA	152	NONE	176
2777	8069C	042285	DUNDEE, MS	PIPER	PA-32R-300	FATAL	244

File Order Listing - Issue No. 14, 1985

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2779	3836E	091485	CRAIG, CO	AEROSPATIALE	SA315B	FATAL	142
2780	2925U	112285	CHEYENNE WELLS, CO	PIPER	PA-28RT-20	FATAL	148
2781	52599	112885	GALLUP, NM	CESSNA	C-182	FATAL	276
2782	68DD	040685	NANTUCKET, MA	PIPER	PA-31-310	SERIOUS	206
2783	2310B	061585	HEMET, CA	BRIEGLER AMA	BG-12-BD	SERIOUS	52
2784	49209	120185	GREELEY, CO	CESSNA	152 II	NONE	152
2785	537NB	112685	FARGO, ND	PIPER	PA-31-310	NONE	252
2786	5279K	081685	ZANESVILLE, OH	CESSNA	C-172P	NONE	290
2787	44XP	110785	LINCOLN, NE	CAROTHERS	MONOPLANE	SERIOUS	254
2788	5341W	101185	HOUSTON, TX	PIPER	PA-28	NONE	368
2789	4302F	100785	HOUSTON, TX	FAIRCHILD	F-27	NONE	364
2790	3414S	092885	MAYPEARL, TX	CESSNA	182G	NONE	360
2791	714AE	081785	LUBBOCK, TX	CESSNA	150M	NONE	344
2792	4026B	082185	COUSHATTA, LA	BELLANCA	17-30A	NONE	200
2793	8301X	082485	ADA, OK	CESSNA	172B	NONE	302
2794	6290R	092185	MINERAL WELLS, TX	CESSNA	172RG	NONE	358
2795	6529Z	081185	MORTON, TX	PIPER	PA-25-235	SERIOUS	342
2796	99676	061185	JUNEAU, AK	BELL	UH-1B	FATAL	2
2798	8948M	123085	ARLINGTON, TX	BEECH	B33	FATAL	370
2799	5013H	101785	CHARENTON, LA	BELL HELICOP	222A	NONE	204
2800	6564D	082885	CONROE, TX	BEECH	A36	NONE	348

AIRCRAFT ACCIDENT REPORTS
BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 14 OF 1985 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2796	6/11/85	JUNEAU, AK	A/C Reg. No. N99676	Time (Lcl) - 1200 ADT
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-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage	Injuries			
Type of Operation - OTHER WORK USE	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under - 14 CFR 133	Fire	Crew 1	0	0	0
Accident Occurred During - LANDING	NONE	Pass 0	0	0	0

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

Make/Model - BELL UH-1B	Eng Make/Model - LYCOMING T53-L-11	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 8500	Engine Type - TURBOSHAFT	
No. of Seats - 2	Rated Power - 1250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	JUNEAU, AK	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 060/014 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 14.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Surface - N/A
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - UNK/NR	Runway Status - N/A
Lowest Ceiling - 3000 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3914
	Months Since - 1	Last 24 Hrs - 4
HELICOPTER	Aircraft Type - UH-1B	Make/Model- 2100
		Last 30 Days- UNK/NR
		Instrument- 200
		Last 90 Days- 0
		Multi-Eng - UNK/NR
		Rotorcraft - 3884

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ENGAGED IN A LOG SLINGING OPERATION OVER MOUNTAINOUS, DENSELY FORESTED TERRAIN THE ROTOR CRAFT SUFFERED A TOTAL POWER LOSS FORCING THE PILOT TO EXECUTE AN AUTOROTATIVE LANDING INTO HIGH CONIFER TREES. DISASSEMBLY OF THE ENGINE REVEALED EVIDENCE THAT THE SPACER BETWEEN THE NO. 5 COMPRESSOR AND THE IMPELLER HAD NOT BEEN POSITION SEATED DURING THE LAST OVERHAUL AND THAT DURING THE ACCIDENT FLIGHT THE SPACER SLIPPED INTO ITS PROPER POSITION THUS RELEASING THE COMPRESSIVE TORQUE LOAD UNDER WHICH THE ASSEMBLY HAD BEEN SUBJECTED DURING BUILDIP. THE COMPRESSOR ASSEMBLY SUBSEQUENTLY BECAME UNCOUPLED FORCING THE IMPELLER FORWARD INTO ITS MAGNESIUM HOUSING. THIS ACTION RESULTED IN AN OVERTEMPERATURE CONDITION AND BREAKUP WITHIN THE TURBINE ASSEMBLY BROUGHT ON BY THE COMBUSTION OF MAGNESIUM PARTICLES.

Brief of Accident (Continued)

File No. - 2796

6/11/85

JUNEAU, AK

A/C Reg. No. N99676

Time (Lc1) - 1200 ADT

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

Finding(s)

1. COMPRESSOR ASSEMBLY - UNDERTORQUED
 2. MAINTENANCE, OVERHAUL - IMPROPER - OTHER MAINTENANCE PSNL
 3. COMPRESSOR ASSEMBLY, ROTOR DISC - UNLOCKED
 4. COMPRESSOR ASSEMBLY, IMPELLER - DISCONNECTED
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Finding(s)

5. OBJECT - TREE(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. - 2645 6/16/85 EAGLE RIVER, AK A/C Reg. No. N4933N Time (Lcl) - 1345 ADT

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

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

Make/Model - BRIANS PUFFIN	Eng Make/Model - ROTEX 503	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 865	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 50 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	Runway Ident - N/A
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 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 - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 221
SE LAND	Months Since - 24	Make/Model- 53
	Aircraft Type - C-152	Instrument- 3
		Last 24 Hrs - 1
		Last 30 Days- 5
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS CONDUCTING TAXI TESTS ON HIS HOMEBUILT ACFT WHEN IT STARTED TO SUSTAIN A HULL STRUCTURE FAILURE AND CONTROL INTERFERENCE FROM SEPARATING PARTS. THE ACFT PITCHED OFF THE WATER, CLIMBED TO APRX 100 FT AGL, STALLED AND SPUN TO GROUND IMPACT.

Brief of Accident (Continued)

File No. - 2645

6/16/85

EAGLE RIVER, AK

A/G Reg. No. N4933N

Time (Lc1) - 1345 ADT

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

Finding(s)

1. FUSELAGE - FAILURE, PARTIAL
2. LANDING GEAR, FLOAT ASSEMBLY - FAILURE, PARTIAL
3. FLIGHT CONTROL, AILERON - FAILURE, PARTIAL
4. FLIGHT CONTROL, ELEVATOR - JAMMED

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

Finding(s)

5. ELEVATOR - UNCONTROLLED - PILOT IN COMMAND
6. AILERON - UNCONTROLLED - PILOT IN COMMAND

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2643 6/29/85 CHUGIAK, AK A/C Reg. No. N3081M Time (Lcl) - 2115 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - PIPER PA-12
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 3

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

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

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

Weather Data

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

Itinerary

Last Departure Point
CHUGIAK, AK
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

HILLTOP
Runway Ident - 03
Runway Lth/Wid - 1300/ 50
Runway Surface - GRAVEL
Runway Status - DRY

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

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

Age - 30
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - PA-12

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 677
Make/Model- 329
Instrument- 3
Last 24 Hrs - 0
Last 30 Days- 14
Last 90 Days- 46

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED IN A WOODED RESIDENTIAL AREA FOLLOWING A LOSS OF PWR ON TAKEOFF. POST ACCIDENT INSPECTION OF THE AIRFRAME AND POWERPLANT DISCLOSED AUTOMOTIVE FUEL WAS BEING USED IN THE ACFT. LAB TESTS INDICATED THE FUEL WAS SUBJECTED TO HIGH TEMPS WHICH EVAPORATED APRX 50% OF THE FUEL LEAVING ONLY ADDITIVES. INSPECTION OF THE CARBURETOR REVEALED IT WAS EQUIPPED WITH A MOLDED CELLULAR FIBRE FLOAT. TESTS ON THE FLOAT SHOWED IT WAS ABLE TO AND APPARENTLY ABSORBED FUEL AND AS A RESULT IT SANK.

Brief of Accident (Continued)

File No. - 2643

6/29/85

CHUGIAK, AK

A/C Reg. No. N3081M

Time (Lcl) - 2115 ADT

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

Finding(s)

1. FLUID, FUEL - IMPROPER
2. REFUELING - IMPROPER - PILOT IN COMMAND
3. FUEL SYSTEM, CARBURETOR - OTHER
4. MAINTENANCE, REPLACEMENT - NOT OBTAINED - PILOT IN COMMAND

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

Finding(s)

5. AIRSPEED(VS) - BELOW - PILOT IN COMMAND
6. STALL/SPIN - INADVERTENT - 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) 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. - 2644 10/03/85 BELUGA, AK A/C Reg. No. N2181N Time (Lc1) - 1630 ADT

-----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	-TAKEOFF			0	0	0	1
							0

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

Make/Model	- CESSNA 140	Eng Make/Model	- CONTINENTAL C-85	ELT Installed/Activated	- YES/NO
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
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed	ATC/Airspace	- N/A
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	Type of Clearance	- DIRT
Obstructions to Vision	- NONE	Runway Surface
Precipitation	Type Apch/Lndg	- DRY
Condition of Light		SNOW - DRY

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

Pilot-In-Command	Age - 29	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total	- 64
	Months Since - N/A	Make/Model	- 64
	Aircraft Type - N/A	Instrument	- 1
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- 39

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT ATTEMPTED TAKEOFF FROM AN UNIMPROVED, OVERGROWN RIVER BED. HE STATED HE PACED OFF THE DISTANCE AVAILABLE FOR TAKEOFF AND IT WAS TOO SHORT, HOWEVER, HE DECIDED TO TAKEOFF ANYWAY. THE ACFT IMPACTED ALDERS AND A STREAM BANK JUST AS IT WAS LIFTING OFF.

Brief of Accident (Continued)

File No. - 2644

10/03/85

BELUGA,AK

A/C Reg. No. N2181N

Time (Lc1) - 1630 ADT

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. TERRAIN CONDITION - HIGH VEGETATION
5. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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. - 2646 10/29/85 HOPE, AK A/C Reg. No. N6753X Time (Lcl) - 0645 AST

-----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	- BEECHCRAFT BE77	Eng Make/Model	- LYCOMING O-235-62C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1675	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 115 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- VARIABLE</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 - NIGHT(BRIGHT)</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data HOPE</p> <p>Runway Ident - 34</p> <p>Runway Lth/Wid - 2000/ 50</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 560
SE LAND	Months Since - 1	Make/Model- 481
	Aircraft Type - BE-77	Instrument- 10
		Last 24 Hrs - 1
		Last 30 Days- 10
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STRUCK TREES AND CRASHED DURING A NIGHT TAKEOFF FROM A GRAVEL STRIP. THE PLT SUSPECTED AN PARTIAL PWR LOSS, BUT INCOMPLETE INFORMATION PRECLUDED A THOROUGH INVESTIGATION.

Brief of Accident (Continued)

File No. - 2646

10/29/85

HOPE, AK

A/C Reg. No. N6753X

Time (Lc1) - 0645 AST

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

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED
2. PLANNING-DECISION - POOR - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. LIGHT CONDITION - NIGHT

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2624

3/23/85

GILA BEND, AZ

A/C Reg. No. N52711

Time (Lc1) - 1240 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
DESTROYED
Fire
IN FLIGHT

	Fatal	Serious	Minor	None
Crew	0	0	0	1
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-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
REDLANDS, CA.

Destination
UNK/NR

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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)

PRIVATE
SE LAND

Age - 40

Biennial Flight Review

Current - YES
Months Since - 24
Aircraft Type - C-182P

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 550	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE IN CRUISE FLT THE ACFT'S HIGH VOLTAGE WARNING LIGHT ILLUMINATED AND THE ALTERNATOR CIRCUIT BREAKER POPPED OUT. THE PLT RESET THE BREAKER WHICH RESTORED OPERATION TO THE CIRCUIT. LATER IN THE FLT A FIRE ERUPTED BEHIND THE INSTRUMENT PANAL AND SOON THEREAFTER, ALL ENG PWR WAS LOST. THE COCKPIT FILLED WITH SMOKE AND THE PLT GLIDED THE ACFT TO A FORCED LANDING. DURING ROLL OUT THE ACFT COLLIDED WITH A PALO VERDE TREE. THE ACFT WAS DESTROYED BY THE FIRE. THE COMPONENT/ELECTRICAL SYSTEM WHICH INITIALLY MALFUNCTIONED AND THE RESULTANT FIRE'S POINT OF ORIGIN WERE NOT DETERMINED.

Brief of Accident (Continued)

File No. - 2624

3/23/85

GILA BEND, AZ

A/C Reg. No. N52711

Time (Lcl) - 1240 MST

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

Finding(s)

1. ELECTRICAL SYSTEM - SHORTED
 2. ELECTRICAL SYSTEM - UNDETERMINED
-

Occurrence #2 FIRE
Phase of Operation CRUISE - NORMAL

Finding(s)

3. UNDETERMINED
-

Occurrence #3 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

4. IGNITION SYSTEM - SHORTED
-

Occurrence #4 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #5 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - TREE(S)
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2651

7/08/85

MARANA, AZ

A/C Reg. No. N5204P

Time (Lcl) - 0815 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

1

0

0

0

Accident Occurred During -DESCENT

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

Make/Model - CESSNA 152

Eng Make/Model - LYCOMING O-235-L2C

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1670

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 110 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 200/006 KTS

Visibility - 35.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MARANA, 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

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 - 66

Biennial Flight Review

Current - YES

Months Since - 22

Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 250

Make/Model- 100

Instrument- 3

Last 24 Hrs - 1

Last 30 Days- 1

Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PASSENGER HAD JUST PURCHASED PROPERTY AT THE ACCIDENT SITE AND INTENDED TO TAKE AERIAL VIDEO TAPE FOOTAGE OF THE PROPERTY. WITNESSES SAW THE PLT AND PASSENGER BOARD THE ACFT WITH VIDEO CAMERA AND RECORDER. AFTER DEPARTURE, THE ACFT FLEW DIRECTLY TO THE ACCIDENT SITE AND PROCEEDED TO DO STEEP BANK TURNS ABOUT 100 FT AGL. WITNESSES SAW THE ACFT ABRUPTLY PITCH DOWN AND ROLL TO THE RIGHT, IMPACTING ON THE RIGHT WING TIP. INVESTIGATION REVEALED THAT THE ACFT DEPARTED AT A MINIMUM OF 82 POUNDS OVER GROSS WITH THE CG AT THE AFT LIMIT. ACCORDING TO CESSNA SUPPLY DATA, THE EFFECT OF THE 82 POUND OVER WEIGHT CONDITION WOULD BE A 2.5% INCREASE IN THE PWR OFF STALL SPEED. EXAMINATION OF THE WRECKAGE REVEALED NO PRE-IMPACT MECHANICAL MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 2651

7/08/85

MARANA, AZ

A/C Reg. No. N5204P

Time (Lc1) - 0815 MST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND
 4. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2659

9/08/85

TUCSON, AZ

A/C Reg. No. N14GJ

Time (Lcl) - 0908 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - JONAS HUMMING BIRD
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 1100
No. of Seats - 2

Eng Make/Model - REVMaster 2100D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 78 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/007 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

RYAN FIELD
Runway Ident - 06
Runway Lth/Wid - 5500/ 75
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 - 2
Aircraft Type - AA-1A

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

Total - 350	Last 24 Hrs - 1
Make/Model- 50	Last 30 Days- 5
Instrument- 12	Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE EXPERIMENTAL HOMEBUILT ACFT WAS DESIGNED BY THE PLT AND INCORPORATED A LIFTING BODY SYMETRICAL AIRFOIL SHAPED FUSELAGE. PITCH CONTROL WAS TO BE ACCOMPLISHED WITH A NARROW CHORD CANARD. WITNESSES SAW THE ACFT LIFT OFF BRIEFLY TO ABOUT 10 FT AGL DURING THE FOURTH HIGH SPEED TAXI RUN, THEN SETTLE BACK ONTO THE RWY FOR A SHORT TIME. THE ACFT LIFTED OFF AGAIN AND PITCHED "ABRUPTLY UP", FLIPPED OVER ONTO ITS BACK AND SLIDE DOWN THE RWY BACKWARDS. THE ACFT RECORDS DISCLOSED THAT ABOUT ONE YEAR PRIOR TO THE ACCIDENT, THE PLT EXPERIENCED A SIMILAR INCIDENT; HOWEVER, THE ACFT DID NOT PITCH UP PAST THE VERTICAL.

Brief of Accident (Continued)

File No. - 2659

9/08/85

TUCSON, AZ

A/C Reg. No. N14GJ

Time (Lc1) - 0908 MST

Occurrence #1 ABRUPT MANEUVER
Phase of Operation TAKEOFF

Finding(s)

1. FLT CONTROL SYST, ELEVATOR CONTROL - INADEQUATE
2. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND

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

Finding(s)

3. TERRAIN CONDITION - RUNWAY
4. 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) 1,4

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. - 2703

9/08/85

TUCSON, AZ

A/C Reg. No. N29899

Time (Lc1) - 1510 MST

-----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	-APPROACH				
		Crew	0	0	0
		Pass	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -APPROACH

Fire

NONE

Crew

Pass

Fatal

0

Serious

0

Minor

0

None

1

0

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

Make/Model - PETERSON SAILPLANE J-4

Landing Gear - HULL

Max Gross Wt - UNK/NR

No. of Seats - 1

Eng Make/Model - N/A

Number Engines - N/A

Engine Type, - UNK/NR

Rated Power - N/A

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 170/007 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

TUCSON, AZ

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

AURA VALLEY

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

GLIDER

Age - 32

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	-	22	Last 24 Hrs -	2
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Make/Model-	5	Last 30 Days-	3
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Instrument-	0	Last 90 Days-	6
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Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT STATED THAT HE OBSERVED A TOW AIRPLANE AND A GLIDER ON THE RUNWAY AS HE TURNED ONTO THE FINAL APPROACH TO LAND. HE SAID THAT HE CONTINUED HIS APPROACH AND WHEN THE TOW AIRCRAFT AND GLIDER FAILED TO TAKE OFF HE ATTEMPTED TO TURN OFF THE RUNWAY, FLY AROUND THEM, AND LAND. THE WING OF THE STUDENT PILOT'S GLIDER COLLIDED WITH HIGH VEGETATION AND THE GLIDER IMPACTED THE GROUND.

Brief of Accident (Continued)

File No. - 2703

9/08/85

TUCSON,AZ

A/C Reg. No. N29899

Time (Lc1) - 1510 MST

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

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
2. IN-FLIGHT PLANNING/DECISION - NOT PERFORMED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
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) 2,3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2675

9/17/85

GRAND CANYON, AZ

A/C Reg. No. N6566H

Time (Lcl) - 1030 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	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 -CRUISE

Fire
NONE

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

Make/Model - PIPER J3 C-65
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 210/012 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
PIERCE FERRY, AZ
Destination
KANAB, 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 - 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 - 3
Aircraft Type - J3

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 163
Make/Model- UNK/NR
Instrument- 2
Last 24 Hrs - 3
Last 30 Days- 17
Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

AFTER DEPARTING PIERCE FERRY, AZ THE PLT AND HIS PASSENGER FLEW EAST, UP THE COLORADO RIVER, AT A LOW LEVEL TOWARDS KANAB POINT. THE PLT'S NOTES AND CHARTS SHOW THAT THE FLT WAS TO TURN NORTH FOR APRX 40 NM, WITH A REFUELING STOP AT KANAB, UT. THE BRIGHT YELLOW ACFT WAS LAST OBSERVED, BY HELICOPTER TOUR PLTS, LOW IN THE CANYON, HEADING EAST APRX 10 NM EAST OF KANAB POINT. A FLT PLAN WAS NOT FILED AND NO ONE WAS AWARE OF THE MISSING ACFT. THE PLT'S FAMILY NOTIFIED FAA PERSONNEL THE ACFT WAS MISSING FOUR DAYS AFTER IT'S FATAL FLT. AN UNSUCCESSFUL AERIAL SEARCH WAS CONDUCTED. A MILITARY HELICOPTER LOCATED THE MISSING WRECKAGE IN A NARROW CANYON APRX 3 NM EAST OF THE POINT AT WHICH IT WAS LAST SEEN 13 DAYS AFTER IT CRASHED INTO THE CANYON WALL.

Brief of Accident (Continued)

File No. - 2675

9/17/85

GRAND CANYON, AZ

A/C Reg. No. N6566H

Time (Lcl) - 1030 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 3. 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) 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. - 2657 10/08/85 PAYSON, AZ A/C Reg. No. N44207 Time (Lcl) - 0845 MST

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

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

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

Make/Model - PIPER PA-28-151	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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	MESA, AZ	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	HOLBROOK, AZ	Runway Ident - N/A
Wind Dir/Speed- 200/030 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - OBSCURED	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 178
SE LAND	Months Since - 1	Make/Model- 6
	Aircraft Type - PA-38	Instrument- 4
		Last 24 Hrs - 1
		Last 30 Days- 13
		Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

THE PASSENGER HAD A 10:00 MEDICAL APPOINTMENT AT THE DESTINATION AROT ON THE DAY OF THE ACCIDENT. THE NON-INSTRUMENT RATED, RECENTLY CERTIFICATED PVT PLT, REQUESTED AND RECEIVED A WEATHER BRIEFING FOR A PROPOSED VFR FLT AT 7500 FT MSL FROM MESA TO HOLBROOK, AZ. THE WEATHER BRIEFING WAS ADEQUATE FOR THE FLT. THE PLT ENCOUNTERED A LOCALIZED SEVERE WEATHER PHENOMONA WHICH INCLUDED CUMULUS BUILD-UPS, CLOUDS DOWN TO THE GROUND, RAIN AND GUSTY SURFACE WINDS. WITNESSES AT THE ACCIDENT SITE REPORTED HEARING THE ACFT AND THE IMPACT SOUNDS, BUT COULD NOT FIND THE ACFT WRECKAGE "UNTIL THE CLOUDS LIFTED." THE ACFT IMPACTED THE SIDE OF A CLIFF-LIKE MOUNTAIN FEATURE AT THE 7360 FOOT MSL LEVEL IN A 31 DEGREE DESCENT ANGLE IN A 118 DEGREE RIGHT ROLL.

Brief of Accident (Continued)

File No. - 2657

10/08/85

PAYSON, AZ

A/C Reg. No. N44207

Time (Lc1) - 0845 MST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
4. WEATHER CONDITION - TURBULENCE IN CLOUDS
5. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
6. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

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

Finding(s)

8. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
9. SPIRAL - INADVERTENT - PILOT IN COMMAND
10. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND

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

Finding(s)

11. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,6,8,9,10

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,7,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2699 11/06/85 CHANDLER, AZ A/C Reg. No. N2315V Time (Lcl) - 1600 MST

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

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

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

Make/Model - PIPER PA-38-112	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 - 112 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 - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point CHANDLER, AZ Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - TRAFFIC PATTERN FULL STOP	Airport Proximity ON AIRPORT Airport Data CHANDLER MUNI Runway Ident - 22 Runway Lth/Wid - 4400/ 75 Runway Surface - ASPHALT Runway Status - DRY
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-----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 - 64	Last 24 Hrs - 1	
SE LAND	Months Since - 5	Make/Model- 64	Last 30 Days- 6	
	Aircraft Type - PA-38	Instrument- 3	Last 90 Days- 6	

Instrument Rating(s) - NONE

-----Narrative-----

DURING A DUAL INSTRUCTIONAL FLIGHT THE CFI STATED THAT HE WAS LOOKING FOR TRAFFIC WHILE MONITORING HIS STUDENT'S PERFORMANCE. THE CFI FAILED TO OBSERVE THAT AN ACFT WAS AHEAD OF HIM IN THE TRAFFIC PATTERN. THAT ACFT WAS AT A LOWER ALTITUDE & WAS ON SHORT FINAL APPROACH FOR THE RWY ON WHICH THE CFI INTENDED TO LAND. THE CFI'S ACFT FLARED FOR LANDING ON TOP OF & COLLIDED WITH THE ACFT WHICH HAD JUST TOUCHED DOWN.

Brief of Accident (Continued)

File No. - 2699

11/06/85

CHANDLER, AZ

A/C Reg. No. N2315V

Time (Lc1) - 1600 MST

Occurrence

MIDAIR COLLISION

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2699 11/06/85 CHANDLER,AZ A/C Reg. No. N42XX Time (Lc1) - 1600 MST

-----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
Other	0	0	0	1

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

Fire
NONE
Crew
Pass
Other

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

Make/Model - AEROTEK PITTS S-2A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1575
No. of Seats - 2

Eng Make/Model - LYCOMING AE10-360-A1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
CHANDLER,AZ
Destination
CHANDLER,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

CHANDLER MUNI
Runway Ident - 22
Runway Lth/Wid - 4400/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 41

Biennial Flight Review

Current - YES
Months Since - 0
Aircraft Type - PA-23

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 13000	Last 24 Hrs -	5
Make/Model-	200	Last 30 Days-	90
Instrument-	135	Last 90 Days-	260
Multi-Eng -	4000		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A DUAL INSTRUCTIONAL FLIGHT THE CFI STATED THAT HE WAS LOOKING FOR TRAFFIC WHILE MONITORING HIS STUDENT'S PERFORMANCE. THE CFI FAILED TO OBSERVE THAT AN ACFT WAS AHEAD OF HIM IN THE TRAFFIC PATTERN. THAT ACFT WAS AT A LOWER ALTITUDE & WAS ON SHORT FINAL APPROACH FOR THE RWY ON WHICH THE CFI INTENDED TO LAND. THE CFI'S ACFT FLARED FOR LANDING ON TOP OF & COLLIDED WITH THE ACFT WHICH HAD JUST TOUCHED DOWN.

Brief of Accident (Continued)

File No. - 2699

11/06/85

CHANDLER,AZ

A/C Reg. No. N42XX

Time (Lcl) - 1600 MST

Occurrence MIDAIR COLLISION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. VISUAL LOOKOUT - CONFLICTING - PILOT IN COMMAND(CFI)
2. IMPROPER DECISION,DIVERTED ATTENTION - PILOT IN COMMAND(CFI)
3. IMPROPER DECISION,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND(CFI)
4. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN(STANDARD/REQUIREMENT),VISUAL RESTRICTION BY EQUIP/STRUCT - PILOT IN COMMAND(CFI)
5. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN(STANDARD/REQUIREMENT),VISUAL RESTRICTION BY EQUIP/STRUCT - DUAL STUDENT

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2660 11/14/85 COTTONWOOD,AZ A/C Reg. No. N7036S Time (Lcl) - 0830 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 250/004 KTS
Visibility - 65.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
CORDES,AZ

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

COTTONWOOD
Runway Ident - 14
Runway Lth/Wid - 4250/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 38

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 500	Last 24 Hrs	- 1
Make/Model	- 180	Last 30 Days	- 30
Instrument	- 0	Last 90 Days	- 90

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES SAW THE PLT DEPART WITH FROST COVERING THE ACFT & WITHOUT EITHER A RUNUP OR WARMUP. THE WITNESSES REPORTED THAT THE PLT "SCRAPED THE FROST FROM A SMALL SQUARE DIRECTLY IN FRONT OF HIM ON THE WINDSHIELD" JUST PRIOR TO TAKEOFF. TEMP & DEW POINT WERE 22 & 17 DEGREES RESPECTIVELY FOR THE EARLY MORNING DEPARTURE, & THE ACFT REMAINED OVERNIGHT IN THE COLD TEMPS WITH PARTIALLY EMPTY FUEL TANKS. DURING THE INITIAL CLIMB AT ABOUT 400 FT AGL, WITNESSES REPORTED THAT THE ENG BEGAN TO RUN ROUGH AND LOSE POWER. PLT BEGAN A DESCENDING LEFT 270 DEGREE TURN BACK TOWARD THE RWY & CRASHED INTO A DRY RIVER BANK WITH LITTLE FORWARD VELOCITY & MODERATE VERTICAL SPEED. EXAMINATION DISCLOSED NO MECHAINCAL PREIMPACT FAILURE OR MALFUNCTION OF THE ENG.

Brief of Accident (Continued)

File No. - 2660

11/14/85

COTTONWOOD, AZ

A/C Reg. No. N7036S

Time (Lcl) - 0830 MST

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
3. FUEL SYSTEM - ICE
4. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
5. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
6. WEATHER CONDITION - ICING CONDITIONS
7. WEATHER CONDITION - CARBURETOR ICING CONDITIONS

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

8. TERRAIN CONDITION - NONE SUITABLE
9. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
10. 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) 1,2,3,4,9,10

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2676 11/16/85 SPRINGERVILLE,AZ A/C Reg. No. N30351 Time (Lcl) - 1515 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	0
Accident Occurred During -LANDING					

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

Make/Model - CESSNA 177A	Eng Make/Model - LYCOMING O-360-A2F	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SPRINGERVILLE,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TAYLOR,AZ	
Wind Dir/Speed- 180/018 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 20000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 484
SE LAND	Months Since - 9	Last 24 Hrs - 1
	Aircraft Type - C-177A	Make/Model- 365
		Last 30 Days- 4
		Instrument- 8
		Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THE ENG OIL PRESSURE DROPPED TO ZERO WHILE THE ACFT WAS IN CRUISE FLIGHT. HE SELECTED AN OPEN FIELD IN WHICH TO MAKE A PRECAUTIONARY LANDING. HE SAID THAT AS HE APPROACHED THE FIELD THE ACFT ENTERED A DOWNDRAFT. HE STATED HE HAD REDUCED ENG PWR TO FLIGHT IDLE AND DID NOT APPLY THROTTLE AFTER ENCOUNTERING THE DOWNDRAFT. THE ACFT COLLIDED WITH TELEPHONE WIRES, A UTILITY POLE AND A WIRE FENCE. THE MALFUNCTION OR FAILURE THAT PRODUCED THE INDICATION OF LOST OIL PRESSURE WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 2676

11/16/85

SPRINGVILLE, AZ

A/C Reg. No. N30351

Time (Lc1) - 1515 MST

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

Finding(s)

1. ENGINE INSTRUMENTS, OIL PRESSURE GAGE - NO PRESSURE
 2. PLANNING-DECISION - POOR - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. WEATHER CONDITION - DOWNDRAFT
 4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
-

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

Finding(s)

5. OBJECT - UTILITY POLE
 6. 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) 2,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2680 12/06/85 FLAGSTAFF, AZ A/C Reg. No. N3762Y Time (Lcl) - 1853 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 -LANDING			0	0	0
					None
					1
					3

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

Make/Model - CESSNA 210D	Eng Make/Model - CONTINENTAL IO-520-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	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	PHOENIX, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FLAGSTAFF, AZ	PULLIAM FIELD
Wind Dir/Speed- 020/001 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 6999/ 150
Lowest Sky/Clouds - 25000 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 - NIGHT(DARK)		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 3594
SE LAND, ME LAND, SE SEA	Months Since - 1	Make/Model- 338
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 2300
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 63
		Rotorcraft - 429

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT NOTICED A WEAKNESS OF THE ACFT'S LEFT BRAKE DURING TAXI FOR TAKEOFF BUT ELECTED TO MAKE THE FLT. CONTROL TOWER PERSONNEL AT THE DESTINATION ARPT STATED THE ACFT LANDED LONG AND ATTEMPTED TO TURN ONTO THE RIGHT HIGH SPEED TAXIWAY. THE PLT STATED THAT AFTER STARTING THE RIGHT TURN HE TRIED TO TURN LEFT, BACK ONTO THE RWY, BUT THE ACFT CONTINUED THE RIGHT GROUND LOOP/SWERVE AND COLLIDED WITH A SNOWBANK.

Brief of Accident (Continued)

File No. - 2680

12/06/85

FLAGSTAFF, AZ

A/C Reg. No. N3762Y

Time (Lc1) - 1853 MST

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

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, PARTIAL
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND

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

Finding(s)

3. AIRPORT FACILITIES - SNOWBANK
4. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2623 12/19/85 TUCSON, AZ A/C Reg. No. N10882 Time (Lcl) - 1600 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	1	0
Accident Occurred During -DESCENT			0	0	1
					0

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - MILITARY	Last Departure Point	ON AIRPORT
Method - UNK/NR	TUCSON, AZ	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	DAVIS-MONTHAN
Wind Dir/Speed- 310/004 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 50.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 13200 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	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 - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 96	Last 24 Hrs - 0
SE LAND	Months Since - 7	Make/Model- 78	Last 30 Days- 2
	Aircraft Type - C-150	Instrument- 1	Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

AFTER ABOUT A 45 MIN WAIT AS THE NUMBER ONE ACFT FOR DEPARTURE, THE CONTROLLER INFORMED THE PLT THAT HE COULD EXPECT AN ADDITIONAL 3 MIN WAIT BECAUSE OF WAKE TURBULENCE FROM A (LARGE) EC-130 ACFT WHICH WAS APPROACHING FOR A TOUCH & GO LANDING. THE PLT ELECTED TO WAIVE THE TIME INTERVAL FOR THE WAKE TURBULENCE SEPARATION, AND AS THE EC-130 PASSED HIS POSITION THE CONTROLLER ISSUED THE PLT A CLEARANCE FOR TAKEOFF. THE ACFT CLIMBED TO BETWEEN 25 AND 50 FT AGL AND THEN IT ENCOUNTERED THE WAKE TURBULENCE. THE ACFT PITCHED DOWNWARD, ROLLED RIGHT AND DESCENDED UNTIL IT STRUCK THE RWY, 1 MINUTE, 22 SECONDS AFTER RECEIVING ITS TAKEOFF CLEARANCE.

Brief of Accident (Continued)

File No. - 2623

12/19/85

TUCSON, AZ

A/C Reg. No. N10882

Time (Lc1) - 1600 MST

Occurrence #1 VORTEX TURBULENCE ENCOUNTERED
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 2. JUDGEMENT - POOR - PILOT IN COMMAND
 3. SAFETY ADVISORY - DISREGARDED - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2650 12/26/85 TUCSON,AZ A/C Reg. No. XBDRL Time (Lcl) - 1108 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
0
0

Minor
0
0

None
1
5

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

Make/Model - PIPER PA-34T-220T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4750
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-360KB
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 220 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- 190/005 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
OBREGON,SONDRA,MX
Destination
NOGALES,AZ

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - STRAIGHT-IN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

TUCSON INTL
Runway Ident - 29
Runway Lth/Wid - 9129/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 48

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 600
Make/Model- 40
Instrument- 0
Multi-Eng - 55
Last 24 Hrs - 3
Last 30 Days- 8
Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

DURING A TRANS BORDER VFR X-COUNTRY FLT, THE PLT NOTICED "OIL SPIRTING FROM THE LEFT ENGINE" WITH SMOKE, & HE SHUT IT DOWN. AN EMERGENCY WAS DECLARED BY THE TUCSON ATCT, WHO CLEARED THE ACFT TO LAND STRAIGHT IN ON RWY 29L. TOWER PERSONNEL OBSERVED THE ACFT PORPOISE ABOUT 7,000 FT DOWN THE RWY BEFORE GROUND LOOPING AND SLIDING OFF THE LEFT SIDE. THE ACFT & ENGINES HAD ABOUT 249 HOURS TOTAL TIME. EXAMINATION OF THE LEFT ENGINE REVEALED A 3/4 INCH CRACK IN THE LOWER FRONT WELD SEAM OF THE OIL COOLER. THE CRACK WAS ONLY VISABLE UNDER PRESSURE TESTING.

Brief of Accident (Continued)

File No. - 2650

12/26/85

TUCSON, AZ

A/C Reg. No. XBDR

Time (Lcl) - 1108 MST

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

Finding(s)

1. OIL COOLER CONTROL - CRACKED
2. MAINTENANCE, INSTALLATION - IMPROPER - MANUFACTURER

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

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

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

Brief of Accident

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

Aircraft Damage
SUBSTANTIAL

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

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

Fire	Crew
NONE	Pass

**Crew
Pass**

00

0
00
0

1
3

----Aircraft Information----

Make/Model - MOONEY M20F
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2600
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/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- 270/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
EL PASO, TX

Destination
PHOENIX, AZ

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data
SAN MANUE

Runway Ident	-	29	
Runway Lth/Wid	-	4200/	50
Runway Surface	-	ASPHALT	
Runway Status	-	DRY	

---Personnel Information---

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND.ME LAND

Age - 45

Biennial Flight Review

Current - YES

Months Since - 1
Aircraft Type - DA20

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 7600

Make/Model - 700

Instrument- 530

Last 24 Hrs - 6

Last 30 Days- 16

Last 90 Days- 45

Instrument Rating(s) - AIRPLANE

----Narrative----

DURING CRUISE AT 10,500 FT MSL ON A NIGHT X-COUNTRY FLT, THE PLT SAID THE ENG RAN ROUGH WITH MODERATE VIBRATION LEVELS. PLT DECLARED AN EMERGENCY WITH ABQ ARTCC, WHO VECTORED THE ACFT TO AN UNLIGHTED AIRSTRIP. THE PLT SAID HE HAD DIFFICULTY IN SEEING THE RWY IN THE DARKNESS. THE ACFT LANDED LONG, BLEW A TIRE, VEERED OFF THE RT SIDE OF THE RWY & STRUCK A TREE. EXAMINATION OF THE ENG REVEALED THAT THE #3 CYLINDER WAS AJAR FROM THE CASE, WITH ALL THE TOP HOLD DOWN STUDS & NUTS IN PLACE BUT BENT UPWARD. THE NUTS WERE MISSING FROM THE LOWER FORE & AFT LARGE HOLD DOWN STUDS, & THE REMAINING CENTER STUDS HAD ALL FRACTURED AT THE CYLINDER FLANGE LEVEL. THE ENG WAS OVERHAULED 6 MONTHS AND 21 HRS PRIOR TO THE ACCIDENT. THE FAA AIRWORTHINESS INSPECTOR WHO EXAMINED THE ENG STATED HIS OPINION THAT THE NUTS ON THE LOWER LARGE STUDS WERE UNDERTORQUED AT INSTALLATION.

Brief of Accident (Continued)

File No. - 2627

12/27/85

SAN MANUEL,AZ

A/C Reg. No. N234GA

Time (Lcl) - 1753 MST

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

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - LOOSE
2. MAINTENANCE,MAJOR REPAIR - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. LIGHT CONDITION - DARK NIGHT
4. AIRPORT FACILITIES,RUNWAY EDGE LIGHTS - UNAVAILABLE
5. PROPER TOUCHDOWN POINT - NOT IDENTIFIED - PILOT IN COMMAND
6. GO-AROUND - NOT POSSIBLE - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - TREE(S)
8. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2652 12/29/85 HYDER,AZ

A/C Reg. No. N4592Y

Time (Lcl) - 1255 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
ON GROUND

Crew
Pass

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

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

Make/Model - CESSNA T210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

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

ELT Installed/Activated - 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- 060/002 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 25000 FT THIN BKN

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC

Destination
BULLHEAD CITY,AZ

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 - 50

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3100

Make/Model- 1800

Instrument- UNK/NR

Multi-Eng - 100

Last 24 Hrs - 1

Last 30 Days- 15

Last 90 Days- 45

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED THE ACFT DEPART THE RANCH AIRSTRIP, LEVEL OFF AT ABOUT 200 FT AGL & MAKE A TURN BACK OVER THE RANCH HOUSE. THE ACFT OCCUPANTS WERE SEEN TO WAVE TO THE PEOPLE ON THE GROUND AS THE ACFT BEGAN AN ABRUPT CLIMBING TURN. THE WITNESSES THEN SAW THE ACFT FALL OFF AND IMPACT ON THE RIGHT WING TIP IN A FIELD. NO PREIMPACT MECHANICAL MALFUNCTIONS OR FAILURES WERE IDENTIFIED DURING THE INVESTIGATION.

Brief of Accident (Continued)

File No. - 2652

12/29/85

HYDER,AZ

A/C Reg. No. N4592Y

Time (Lc1) - 1255 MST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
 3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE, OSTENTATIOUS DISPLAY - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2693 3/30/85 SYLMAR,CA A/C Reg. No. N23045 Time (Lcl) - 1740 PST

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

Fire
NONE

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 150/007 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SANTA MARIA,CA
Destination
PACOIMA,CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 57
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	- 78	Last 24 Hrs	- 6
Make/Model-	78	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	9

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT ENG QUIT DURING A RETURN FROM A X-COUNTRY FLT. THE PLT STATED THAT NEARING THE END OF HIS FLT THE ACFT ENCOUNTERED TURBULENCE OVER THE MTS AND HE CLIMBED TO 7500 FT IN SEARCH OF SMOOTHER AIR. SHORTLY AFTERWARDS HE STARTED A SLOW DESCENT FROM 7500 FT AND AT APRX 4000 FT MSL THE ENG QUIT. ATTEMPTS TO RESTART WERE UNSUCCESSFUL. THE CREW THAT RECOVERED THE ACFT SAID THERE WAS NO EVIDENCE OF FUEL IN THE TANKS. THE PLT STATED IN INTERVIEW THAT HE HAD NOT REFUELED AT EVERY EN ROUTE STOP AS INSTRUCTED BY THE CFI BEFORE THE FLT. THE ACFT WAS FORCED TO LAND ON A FREEWAY WHERE A COLLISION WITH WIRES, LIGHTS AND POLES OCCURRED.

Brief of Accident (Continued)

File No. - 2693

3/30/85

SYLMAR, CA

A/C Reg. No. N23045

Time (Lc1) - 1740 PST

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE
2. FLUID, FUEL - EXHAUSTION
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. INSTRUCTIONS, WRITTEN/VERBAL - DISREGARDED - PILOT IN COMMAND
5. REFUELING - INADEQUATE - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - 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)

7. OBJECT - UTILITY POLE
8. OBJECT - WIRE, TRANSMISSION

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2606	5/10/85	HAYWARD, CA	A/C Reg. No. N2022B	Time (Lcl) - 1232 PDT
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-----Basic Information-----

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

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

Make/Model - BEECH A-36	Eng Make/Model - CONTINENTAL IO-520-BA	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MERCED, CA	HAYWARD AIR TERMINAL
Wind Dir/Speed- 270/015 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 2500 FT	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 2500 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current - YES	Total - 5493	Last 24 Hrs - 1
SE LAND, ME LAND	Months Since - 16	Make/Model- 300	Last 30 Days- 12
	Aircraft Type - UNK/NR	Instrument- 534	Last 90 Days- 74
		Multi-Eng - 3818	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE ATCT TAPES, 3 MINS ELAPSED BETWEEN THE TIME THE ACFT CALLED FOR TAXI FROM PARKING TO READY FOR TAKEOFF AT THE ACTIVE RWY. JUST AFTER LIFTOFF THE ACFT EXPERIENCED A "MISSING" & "BACKFIRING" ENGINE AS REPORTED BY WITNESSES. PLT RADIOED THE TOWER THAT HE WAS HAVING PROBLEMS, WAS RETURNING TO THE ARPT & "MIGHT HAVE TO MAKE A 180." AT ABOUT 200 FT AGL ON A CLOSE CROSSWIND LEG, WITNESSES SAW THE ACFT MAKE A TIGHT STEEPLY BANKED RT TURN TO LINE UP WITH A TAXIWAY JUST PRIOR TO THE ACFT ABRUPTLY PITCHING DOWN, ROLLING RT & IMPACTING ON GOLF COURSE FAIRWAY. EXAMINATION OF THE ENGINE REVEALED THAT THE ENGINE DRIVEN FUEL PUMP DID NOT WORK WHEN INSTALLED IN A TEST STAND. BOTH RUST & CORROSION DEPOSITS WERE FOUND IN THE PUMP & FUEL METERING UNITS. THE ACFT HAD ACCUMULATED 909 HRS IN 10 YRS TIME WITHOUT AN ENGINE OR COMPONENT OVERHAUL.

Brief of Accident (Continued)

File No. - 2606

5/10/85

HAYWARD, CA

A/C Reg. No. N2022B

Time (Lc1) - 1232 PDT

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

Finding(s)

1. FUEL SYSTEM, PUMP - FAILURE, TOTAL
2. INSUFFICIENT STANDARDS/REQUIREMENTS, MANUFACTURER - MANUFACTURER
3. AIRCRAFT PREFLIGHT - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

4. AIRCRAFT PERFORMANCE, TURN CAPABILITY - EXCEEDED
5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #3 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) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2656 5/13/85 OJAI, CA A/C Reg. No. N17239 Time (Lcl) - 1515 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire ON GROUND

Crew 1
Pass 1

Fatal 1
1

Injuries

Serious 0
0

Minor 0
0

None 0
0

-----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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 250/013 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
CAMARILLO, CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 34
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - C-177

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 100
Make/Model - 25
Instrument - 4
Last 24 Hrs - 2
Last 30 Days - 10
Last 90 Days - 15

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED THE ACFT ENTER A BOX CANYON IN LEVEL FLT AT AN ALT BELOW THE TOPS OF THE SURROUNDING RIDGES. THE ENG PWR SOUNDS WERE REPORTED AS "NORMAL" BY THE WITNESSES. SHORTLY AFTER THE ACFT DISAPPEARED BEHIND A RIDGE, THE WITNESSES SAW BLACK SMOKE RISING FROM THE CANYON FLOOR. THE AREA OF THE CANYON WHERE THE ACCIDENT OCCURRED IS RELATIVELY NARROW, WITH STEEP SIDES AND A FLOOR WHICH RISES ABRUPTLY TO THE MOUNTAINS BEHIND. EXAMINATION OF THE ACCIDENT SITE REVEALED THAT THE ACFT IMPACTED NOSE DOWN IN A NEAR VERTICAL DESCENT. NO PREIMPACT MECHANICAL MALFUNCTIONS OR FAILURES WERE IDENTIFIED DURING THE WRECKAGE EXAMINATION. THE PURPOSE OF THE FLT WAS FOR THE PLT TO EXAMINE THE WATER DRAINAGE IN THE CANYON.

Brief of Accident (Continued)

File No. - 2656

5/13/85

OJAI, CA

A/C Reg. No. N17239

Time (Lcl) - 1515 PDT

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

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. JUDGEMENT - POOR - PILOT IN COMMAND
 4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2765 5/19/85 SANTA NELLA,CA A/C Reg. No. N5982A Time (Lcl) - 0954 PDT

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL 11212-D-6-8	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 115 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GUSTINE,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 330/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 35
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 35
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES STATED THE ACFT WAS CIRCLING OVER FARM LAND AT A LOW ALTAND WHILE IN A LEFT TURN, IT DESCENDED TO GROUND IMPACT.

Brief of Accident (Continued)

File No. - 2765

5/19/85

SANTA NELLA,CA

A/C Reg. No. N5982A

Time (Lcl) - 0954 PDT

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

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OSTENTATIOUS DISPLAY - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2766

5/20/85

LINDSAY, CA

A/C Reg. No. N1316X

Time (Lcl) - 0800 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -DESCENT

Fire
NONE

Crew
Pass

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

Make/Model - BELL 47-G5
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING VO-435-BIA
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 310/003 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
PORTERVILLE, CA
Destination
LINDSAY, CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 56
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - PA-12

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 16000
Make/Model- 6000
Instrument- 61
Multi-Eng - 600
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - 6000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT MADE A FORCED LANDING IN A BEET FIELD FOLLOWING A NOISE IN THE ENG OR TRANSMISSION. AFTER HE HEARD A NOISE THE PLT AUTO-ROTATED AND DURING THE HARD LANDING THE ACFT WAS DAMAGED.

Brief of Accident (Continued)

File No. - 2766

5/20/85

LINDSAY, CA

A/C Reg. No. N1316X

Time (Lc1) - 0800 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)
1. UNDETERMINED

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2783 6/15/85 HEMET, CA A/C Reg. No. N2310B Time (Lcl) - 1415 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
DESTROYED
Fire NONE

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

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

Make/Model - BRIEGLER AMATURE BUILT BG-12-BDEng Make/Model - N/A
Landing Gear - SKI/WHEEL Number Engines - N/A
Max Gross Wt - 975 Engine Type - UNK/NR
No. of Seats - 1 Rated Power - N/A

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

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

Weather Data

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

Itinerary

Last Departure Point PERRIS, CA
Destination LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

HEMET-RYAN
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
GLIDER

Age - 43
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL
Flight Time (Hours)

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

Instrument Rating(s) - AIRPLANE

-----Narrative-----

IN WAS REPORTED THAT MR. CAMPBELL DEPARTED PERRIS AIRPORT, PERRIS, CA AT APPROXIMATELY 1215 PDT. IT IS UNKNOWN IN WHAT AREA HE WAS FLYING. MR. CAMPBELL WAS SIGHTED A FEW MINUTES PRIOR TO ATTEMPTING TO LAND IN A FIELD NEAR 36875 MENLO STREET, HEMET, CA. A RIGHT TURN WAS MADE AND THE WING TIP STRUCK THE GROUND. THE AIRCRAFT CARTWHEELED BREAKING INTO SEVERAL PIECES. THE PILOT SUSTAINED SERIOUS INJURIES AND WAS TRANSPORTED TO THE RIVERSIDE GENERAL HOSPITAL TRAUMA CENTER IN CRITICAL CONDITION.

Brief of Accident (Continued)

File No. - 2783

6/15/85

HEMET,CA

A/C Reg. No. N2310B

Time (Lc1) - 1415 PDT

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 3. MANEUVER - MISJUDGED - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - OPEN FIELD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2658 6/16/85 MANHATTAN BEACH, CA A/C Reg. No. N8360J Time (Lcl) - 1312 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - ROBINSON R22
Landing Gear - SKID
Max Gross Wt - 1300
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 124 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 240/007 KTS
Visibility - 7.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SANTA MONICA, CA

Destination

LONG BEACH, 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)

COMMERCIAL, CFI

HELICOPTER

Age - 38

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - R22

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 453

Make/Model- 319

Instrument- 0

Last 24 Hrs - 3

Last 30 Days- 31

Last 90 Days- 138

Rotorcraft - 453

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER WAS TO FLY IN FORMATION WITH A BANNER TOWED BY AN ACFT "TO ATTRACT ATTENTION." NUMEROUS WITNESSES ALONG A 20-MILE STRETCH OF BEACH SAW THE HELICOPTER "FLYING ERRATICALLY" & "BUZZING THE BEACH" JUST PRIOR TO THE ACCIDENT. WITNESSES SAW THE HELICOPTER PULL UP TO A NEAR HOVER AT 70 FT AGL, PIVOT 270 DEGREES TO FACE THE BEACH THEN DESCEND STRAIGHT DOWN INTO THE WATER. LIFEGUARDS REPORTED THAT THE ONSHORE WINDS WERE 20 TO 25 KNOTS FROM THE REAR OF THE HELICOPTER AT THE TIME.

Brief of Accident (Continued)

File No. - 2658

6/16/85

MANHATTAN BEACH, CA

A/C Reg. No. N8360J

Time (Lc1) - 1312 PDT

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

Finding(s)

1. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. TERRAIN CONDITION - WATER, GLASSY
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, OSTENTATIOUS DISPLAY - PILOT IN COMMAND
6. COMPENSATION FOR WIND CONDITIONS - NOT IDENTIFIED - PILOT IN COMMAND
7. ALTITUDE - IMPROPER - PILOT IN COMMAND
8. DESCENT - INADVERTENT - PILOT IN COMMAND
9. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2653 6/24/85 CALLAHAN, CA A/C Reg. No. N31JN Time (Lcl) - 1630 PDT

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

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

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

Make/Model - ROLLADEN-SCNEIDER OHG LS3-A	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - SKI/WHEEL	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 1040	Engine Type - N/A	
No. of Seats - 1	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	MONTAGUE, CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 310/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - EXPIRED	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 215	Last 24 Hrs - UNK/NR
	Months Since - 18	Make/Model- UNK/NR	Last 30 Days- UNK/NR
GLIDER	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 PLT WAS PARTICIPATING IN A X-COUNTRY SOARING COMPETITION. HE RELEASED FROM THE TOW AT 5,000 FT ABOVE SEA LEVEL. ABOUT ONE HOUR LATER HE INFORMED HIS CREW BY RADIO THAT HE HAD COVERED 80 PERCENT OF THE FIRST LEG AND THAT HE WAS "DOING FINE." THE FLT DID NOT RETURN AND THE WRECKAGE WAS FOUND THE FOLLOWING MORNING 35 MILES SOUTH OF THE DEPARTURE POINT. THERE WAS NO EVIDENCE OF A PRE-IMPACT MALFUNCTION OR FAILURE OF THE SAIL-PLANE. THE PLT WAS CERTIFICATED AND QUALIFIED FOR THE FLT. OTHER CONTESTANTS REPORTED THE WEATHER WAS CLEAR WITH STRONG, GUSTY SURFACE WINDS.

Brief of Accident (Continued)

File No. - 2653

6/24/85

CALLAHAN,CA

A/C Reg. No. N31JN

Time (Lc1) - 1630 PDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
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. - 2701	6/24/85	LODI, CA	A/C Reg. No. N9966J	Time (Lcl) - 0520 PDT
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-----Basic Information-----

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

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

Make/Model - CESSNA 188B	Eng Make/Model - CONTINENTAL IO-520-O	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	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 315/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAWN		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 6990
SE LAND, ME LAND	Months Since - 12	Last 24 Hrs - 8
	Aircraft Type - UNK/NR	Make/Model- 1500
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 100
		Multi-Eng - 1444

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON JUNE 24, 1985, AT 0520 HOURS PDT, A CESSNA AG TRUCK 188B, N9966J, REGISTERED TO JAMES L. THOMAS AND OPERATED BY AG-FLIGHT, INC. COLLIDED WITH THE BRIM OF AN IRRIGATION CANAL DURING TAKE-OFF FROM THE THOMAS RANCH STRIP AND IMPACTED THE GROUND IN A FIELD BEYOND THE CANAL WHILE ON A FLIGHT TO APPLY SULFER ON A LOCAL VINEYARD. VISUAL METEOROLOGICAL CONDITIONS PREVAILED AT THE TIME AND A FLIGHT PLAN WAS NOT FILED. THE AIRCRAFT WAS DESTROYED BY CRASH IMPACT FORCES AND FIRE FROM THE BURNING SULFER CARRIED WITHIN THE AIRCRAFT AND THE CERTIFICATED ATP PILOT SUFFERED MINOR INJURY TO HIS EYES FROM THE BURNING SULFER. THE PILOT STATES THAT ALL NORMAL PREFLIGHT OPERATIONS WERE CONDUCTED PRIOR TO THE INCIDENT TAKEOFF WITH NO ABNORMAL INDICATION THAT DURING THE TAKEOFF ROLL THE AIRCRAFT WAS SLOWER THAN NORMAL WITH SLUGGISH ACCELERATION. AT LIFT OFF, THE AIRCRAFT WAS IN A NEAR STALL CONDITION BEFORE STRIKING THE CANAL BRIM.

Brief of Accident (Continued)

File No. - 2701

6/24/85

LODI, CA

A/C Reg. No. N9966J

Time (Lc1) - 0520 PDT

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

Finding(s)

1. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
2. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
3. LIFT-OFF - POOR - PILOT IN COMMAND
4. STALL/MUSH - CONTINUED - PILOT IN COMMAND

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

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) 1,2,3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2655	7/01/85	CORONA, CA	A/C Reg. No. N5794X	Time (Lcl) - 1547 PDT
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-----Basic Information-----

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

-----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 - 5000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAN DIEGO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CORONA, CA	Runway Ident - N/A
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 20000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2100
SE LAND, ME LAND	Months Since - 10	Make/Model- 90
	Aircraft Type - UNK/NR	Instrument- 55
		Multi-Eng - 250
		Last 24 Hrs - 6
		Last 30 Days- 35
		Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

DURING EN ROUTE DESCENT THE PLT TOLD THE RADAR CONTROLLER THT HE HAD LOST AN ENG AND COULD NOT HOLD ALT. WITNESSES SAW THE ACFT DESCENDING TOWARD HILLY TERRAIN, BEGIN A RIGHT TURN, THEN ABRUPTLY PITCH DOWN AND ROLL RIGHT TO IMPACT IN A RESIDENCE YARD ON THE RIGHT WING TIP. THE ACFT IS EQUIPPED WITH MAIN AND AUX FUEL TANKS IN EACH WING. A SELECTOR SWITCH DETERMINES WHETHER THE MAIN OR AUX TANK FUEL LEVELS ARE DISPLAYED ON THE FUEL GAGES. EXAMINATION OF THE ACFT REVEALED THAT THE FUEL SELECTORS WERE POSITIONED ON THE AUX TANKS WHILE THE FUEL GAGE WAS SELECTED TO THE MAIN TANKS. NO FUEL WAS FOUND IN THE AUX TANKS, WHILE ABOUT 10 GALLONS OF FUEL WERE FOUND IN THE MAIN TANKS. THE LEFT ENG FUEL LINES CONTAINED NO FUEL, WHILE THE RIGHT ENG LINES HAD FUEL. EXAMINATION OF THE PROPELLER HUBS REVEALED THAT THE RIGHT PROPELLER WAS IN THE FEATHERED POSITION WHILE THE LEFT PROPELLER WAS IN THE HIGH PITCH RANGE.

Brief of Accident (Continued)

File No. - 2655

7/01/85

CORONA, CA

A/C Reg. No. N5794X

Time (Lcl) - 1547 PDT

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

Finding(s)

1. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - NOT SWITCHED
2. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND
3. FLUID, FUEL - STARVATION
4. WRONG PROPELLER FEATHERED - INADVERTENT - PILOT IN COMMAND
5. FUEL SYSTEM, SELECTOR VALVE - NOT SWITCHED
6. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
7. FUEL SYSTEM, SELECTOR VALVE - IMPROPER
8. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
9. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
10. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

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

11. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
12. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

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

Finding(s)

13. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6,10,11,12

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2648 7/19/85 PHELEN, CA A/C Reg. No. N2640Q Time (Lcl) - 1315 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

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

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

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

Make/Model - PIPER PA-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- 300/004 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - 8000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - HAIL
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CORONA, CA
Destination
LAS VEGAS, NV

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 - 40
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 237
Make/Model- 115
Instrument- 5
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER RECEIVING A PREFLIGHT WEATHER BRIEFING 1 HOUR AND 20 MINUTES BEFORE TAKEOFF, THAT CAUTIONED OF LOWERING CEILINGS AND THUNDERSTORMS ALONG HIS PROPOSED FLT ROUTE, THE PLT TOOK OFF UNDER VFR. A FLT PLAN WAS NOT FILED. AS THE ACFT CLIMBED TO ITS CRUISE ALT OF 11500 FT, AN ARTC CONTROLLER, THAT WAS PROVIDING THE PLT WITH TRAFFIC ADVISORIES, ADVISED THE PLT THAT A BOEING 737 AHEAD OF HIS POSITION AND AT 12000 FT WAS REPORTING MODERATE HAIL AND TURBULENCE. THE CONTROLLER AND BOTH ACFT WERE ON THE SAME FREQUENCY. WHEN THE PA-28 REACHED THE LIMITS OF THE SECTOR IN WHICH IT WAS FLYING, THE CONTROLLER TERMINATED THE ADVISORY SERVICE. APRX 6 MINUTES LATER A GROUND WITNESS OBSERVED THE PA-28, WITH ONLY ONE WING ATTACHED, SPIN OUT OF THE OVERCAST AND IMPACT A MOUNTAIN RIDGE.

Brief of Accident (Continued)

File No. - 2648

7/19/85

PHELEN,CA

A/C Reg. No. N2640Q

Time (Lc1) - 1315 PDT

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

Finding(s)

1. WEATHER CONDITION - HAIL
 2. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. WEATHER CONDITION - TURBULENCE
-

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

Finding(s)

5. SPIRAL - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

6. WING - SEPARATION
 7. PULL-UP - EXCESSIVE - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2696	8/18/85	RIALTO, CA	A/C Reg. No. N42SH	Time (Lcl) - 1415 PDT
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-----Basic Information-----

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

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

Make/Model - MAR-FLITE CHRISTIAN EAGLE II	Eng Make/Model - LYCOMING AFIO-360-AID	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1600	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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	RIALTO AIRPORT
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 24
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4500/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE	FULL STOP	
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,CFI	Current - YES	Total - 7251
SE LAND,ME LAND,SE SEA	Months Since - 17	Last 24 Hrs - 7
	Aircraft Type - C-172	Make/Model- 12
		Last 30 Days- 32
		Instrument- 1149
		Last 90 Days- 93
		Multi-Eng - 1561

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CHRISTIAN EAGLE BIPLANE WAS RETURNING FROM A LOCAL INSTRUCTIONAL FLIGHT AND ENTERED THE PATTERN ON A NORMAL 45 DEGREE ENTRY, ANNOUNCING POSITION AND INTENTIONS ON THE UNICOM FREQUENCY. THE CESSNA 150 WAS DEPARTING THE AIRPORT ON A LOCAL INSTRUCTIONAL FLIGHT AND HAD JUST COMPLETED AN ENGINE RUNUP AND TAXIED ONTO THE RUNWAY. THE BIPLANE PILOT SAID HE WAS IN A 3 POINT LANDING ATTITUDE, WHICH PRECLUDED FORWARD VISIBILITY. THE CESSNA 150 PILOT SAID HE LOOKED BOTH ON FINAL AND BASE LEGS PRIOR TO INITIATING THE TAKEOFF. JUST AFTER THE CESSNA 150 MOVED ONTO THE RUNWAY AND ADDED POWER FOR THE TAKEOFF, THE CHRISTIAN EAGLE COLLIDED WITH THE CESSNA'S RIGHT WING AT ABOUT THE MID SPAN POINT. THE COMMUNICATIONS RADIO HAD BEEN REMOVED FROM THE CESSNA 150 FOR MAINTENANCE REPAIR. THE CLOSEOUT OFFICIAL WEATHER REPORTING STATION, 8 MILES EAST, LISTED A VISIBILITY OF 2 MILES IN HAZE AND SMOKE, HOWEVER, BOTH PILOTS AND OTHER WITNESSES SAID THE VISIBILITY AT THE AIRPORT WAS "3 MILES."

Brief of Accident (Continued)

File No. - 2696

8/18/85

RIALTO, CA

A/C Reg. No. N42SH

Time (Lcl) - 1415 PDT

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

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
3. FACILITY, INADEQUATE DESIGN (STANDARD/REQUIREMENT), VISUAL RESTRICTION BY EQUIP/STRUCT - PILOT IN COMMAND
4. VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
5. RADIO COMMUNICATIONS - NOT POSSIBLE - PILOT OF OTHER AIRCRAFT

----Probable Cause----

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

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. - 2696	8/18/85	RIALTO, CA	A/C Reg. No. N19530	Time (Lcl) - 1415 PDT
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-----Basic Information-----

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

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

Make/Model - CESSNA 150L	Eng Make/Model - CONTINENTAL O-200-A48	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	RIALTO AIRPORT
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 24
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4500/ 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- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2365
SE LAND,ME LAND	Months Since - 18	Make/Model- 800
	Aircraft Type - 201	Instrument- 84
		Multi-Eng - 55
		Last 24 Hrs - 1
		Last 30 Days- 50
		Last 90 Days- 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CHRISTIAN EAGLE BIPLANE WAS RETURNING FROM A LOCAL INTRUCTIONAL FLIGHT AND ENTERED THE PATTERN ON A NORMAL 45 DEGREE ENTRY, ANNOUNCING POSITION AND INTENTIONS ON THE UNICOM FREQUENCY. THE CESSNA 150 WAS DEPARTING THE AIRPORT ON A LOCAL INSTRUCTIONAL FLIGHT AND HAD JUST COMPLETED AN ENGINE RUNUP AND TAXIED ONTO THE RUNWAY. THE BIPLANE PILOT SAID HE WAS IN A 3 POINT LANDING ATTITUDE, WHICH PRECLUDED FORWARD VISIBILITY. THE CESSNA 150 PILOT SAID HE LOOKED BOTH ON FINAL AND BASE LEGS PRIOR TO INITIATING THE TAKEOFF. JUST AFTER THE CESSNA 150 MOVED ONTO THE RUNWAY AND ADDED POWER THE FOR THE TAKEOFF, THE CHRISTIAN EAGLE COLLIDED WITH THE CESSNA'S RIGHT WING AT ABOUT THE MID SPAN POINT. THE COMMUNICATIONS RADIO HAD BEEN REMOVED FROM THE CESSNA 150 FOR MAINTENANCE REPAIR. THE CLOSEST OFFICIAL WEATHER REPORTING STATION, 8 MILES EAST, LISTED A VISIBILITY OF 2 MILES IN HAZE AND SMOKE, HOWEVER, BOTH PILOTS AND OTHER WITNESSES SAID THE VISIBILITY AT THE AIRPORT WAS "3 MILES."

Brief of Accident (Continued)

File No. - 2696

8/18/85

RIALTO,CA

A/C Reg. No. N19530

Time (Lcl) - 1415 PDT

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

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
 2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 3. FACILITY, INADEQUATE DESIGN (STANDARD/REQUIREMENT), VISUAL RESTRICTION BY EQUIP/STRUCT - PILOT OF OTHER AIRCRAFT
 4. VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
 5. RADIO COMMUNICATIONS - 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

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. - 2626 8/24/85 ST. HELENA, CA A/C Reg. No. N113CP Time (Lcl) - 1835 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
ON GROUND

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

Make/Model - DUCÉ PROJECT BAKENG DUCÉ
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 2

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

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

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

Weather Data

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

Itinerary

Last Departure Point
ANGWIN, CA
Destination
OAKLAND, CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

INGLENOOK RANCH
Runway Ident - 11
Runway Lth/Wid - 1700/ 25
Runway Surface - MACADAM
Runway Status - DRY

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

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME 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 - 1600
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-----

ACCORDING TO WITNESSES, THE PLT HAD ATTEMPTED A LANDING ON THE PRIVATE RANCH AIRSTRIIP AND A GO AROUND WAS PERFORMED. THE ACFT THEN REVERSED DIRECTION AND DESCENDED, STRIKING A 6 FOOT HIGH METAL FENCE POST BEFORE COMING TO REST. THE ACFT WAS DESTROYED BY POST IMPACT FIRE. NO MECHANICAL FAILURE/MALFUNCTION WAS FOUND DURING EXAMINATION OF THE WRECKAGE. THE PLT, AN A&P MECHANIC, HAD PERFORMED MAINTENANCE ON THE ACFT AND WAS RETURNING IT TO THE OWNER WHEN THE ACCIDENT OCCURRED.

Brief of Accident (Continued)

File No. - 2626

8/24/85

ST. HELENA, CA

A/C Reg. No. N113CP

Time (Lc1) - 1835 PDT

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

Finding(s)

1. AIRCRAFT HANDLING - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2683 8/25/85 GLENDALE, CA A/C Reg. No. N62868 Time (Lcl) - 1853 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3
Other	0	0	0	2

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

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2220
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NWS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 110/008 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
MONTEREY, CA
Destination
SANTA ANA, CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 59
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - C-172

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

Total	- 561	Last 24 Hrs	- 3
Make/Model-	450	Last 30 Days-	9
Instrument-	UNK/NR	Last 90 Days-	44
Multi-Eng	- 5	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE ACFT DEPARTED AN ARPT CONTROL ZONE, WHILE ON AN IFR FLIGHT AND UNDER THE CONTROL OF A TRACON FACILITY, THE CONTROLLER ADVISED THE PLT OF APPROACHING TRAFFIC AT 1 O'CLOCK AND 2 1/2 MILES. WHILE SEARCHING FOR THE ACFT THE PLT OBSERVED AN ACFT ON A COLLISION COURSE WITH HER AT HER 9 TO 10 O'CLOCK POSITION. SHE SAID SHE MADE A DIVING RIGHT TURN AND THE OTHER ACFTS WING TIP SEVERED THE LEFT STABILIZER AND ELEVATOR FROM HER ACFT. AFTER TWO UNSUCCESSFUL ATTEMPTS TO LAND THE ACFT, THE PLT WAS ABLE TO LAND WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 2683

8/25/85

GLENDALE, CA

A/C Reg. No. N62868

Time (Lc1) - 1853 PDT

Occurrence MIDAIR COLLISION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
4. CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2683 8/25/85 GLENDALE, CA A/C Reg. No. N4ORD Time (Lcl) - 1853 PDT

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

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

-----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-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - ACFT RADIO</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 110/008 KTS</p> <p>Visibility - 25.0 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 BIG BEAR, CA</p> <p>Destination VAN NUYS, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data BURBANK</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 711
SE LAND	Months Since - 1	Make/Model- 487
	Aircraft Type - UNK/NR	Instrument- 62
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 139

Instrument Rating(s) - NONE

-----Narrative-----

AS THE ACFT APPROACHED ITS HOME ARPT, ON A WESTERLY HEADING AND LOOKING INTO THE SUN, THE PLT BEGAN THE DESCENT. THE ACFT'S LEFT WING SEVERED THE LEFT HORIZONTAL STABILIZER AND ELEVATOR FROM AN APPROACHING ACFT. THE PLT CONTINUED HIS APPROACH AND LANDED WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 2683

8/25/85

GLENDALE, CA

A/C Reg. No. N40RD

Time (Lc1) - 1853 PDT

Occurrence MIDAIR COLLISION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - SUNGLARE
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 5. CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2679 8/26/85 SANTA PAULA, CA A/C Reg. No. N2877E Time (Lcl) - 1900 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - AERONCA 7AC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 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- 250/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 20
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

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

Total	- 804	Last 24 Hrs	- 3
Make/Model-	75	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	84
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES STATED THAT THE ACFT WAS OBSERVED IN A NOSE HIGH ATTITUDE FOLLOWED BY AN APPARENT STALL AND SUBSEQUENT IMPACT INTO A RIVER BED.

Brief of Accident (Continued)

File No. - 2679

8/26/85

SANTA PAULA, CA

A/C Reg. No. N2877E

Time (Lc1) - 1900 PDT

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

Finding(s)

1. PROPER CLIMB RATE - EXCEEDED - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL/SPIN
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2726 8/27/85 FRESNO, CA A/C Reg. No. N139WW Time (Lc1) - 1028 PDT

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

Type Operating Certificate-COMMUTER	Aircraft Damage		Injuries			
Name of Carrier -WINGS WEST, INC.	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	2
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	4	11
Accident Occurred During -CRUISE						

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

Make/Model - SWEARINGEN SA226TC METRO II	Eng Make/Model - AIRESEARCH TPE331-1QUA	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 12500	Engine Type - TURBOPROP	
No. of Seats - 22	Rated Power - 940 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	LOS ANGELES, CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	MERCED, CA	
Wind Dir/Speed-	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - N/A
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE	FORCED LANDING	
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 3713
SE LAND, ME LAND	Months Since - 5	Make/Model- 1800
	Aircraft Type - SA226	Instrument- 515
		Multi-Eng - 2700
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 280

Instrument Rating(s) - HELICOPTER

-----Narrative-----

WHILE IN CRUISE FLIGHT AT 16,000 FEET ONE OF THE THREE PROPELLER BLADES SEPARATED AT THE SHANK. THE UNBALANCED CONDITION TWISTED THE ENG FROM ITS MOUNTS AND INTO THE FUSELAGE. THE CABIN WAS PUNCTURED AND RAPID DECOMPRESSION FOLLOWED. THE CREW WAS ABLE TO CONTROL THE ACFT AND LAND WITHOUT FURTHER DAMAGE.

Brief of Accident (Continued)

File No. - 2726

8/27/85

FRESNO, CA

A/C Reg. No. N139WW

Time (Lcl) - 1028 PDT

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - BINDING(MECHANICAL)
 2. MAINTENANCE, INSPECTION OF AIRCRAFT - NOT PERFORMED - CHECK PILOT
 3. PROPELLER SYSTEM/ACCESSORIES, BLADE - FATIGUE
-

----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. - 2764 8/27/85 EAST CLOVIS,CA

A/C Reg. No. N204RH

Time (Lcl) - 0830 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -MAINT. TEST
Flight Conducted Under -14 CFR 91D
Accident Occurred During -

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

Make/Model - BELL 204-B
Landing Gear - SKID
Max Gross Wt - 8500
No. of Seats - 9

Eng Make/Model - LYCOMING T-5313B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 1250 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- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

ROGERS HELIPORT
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - DIRT
Runway Status - DRY

FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND
HELICOPTER

Age - 29

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - 204B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 8200	Last 24 Hrs	- 1
Make/Model-	1480	Last 30 Days-	25
Instrument-	40	Last 90 Days-	110
		Rotorcraft	- 7000

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE ACFT WAS BEING FLOWN FOR A MAINTENANCE CK. WHILE CLIMBING AT ABOUT 50 FT AGL A BANG WAS HEARD AND ENG RPM DECREASED. PLT INITIATED AUTOROTATION AND ATTEMPTED A FLARE AT ABOUT 20 FT AGL. THE TAIL ROTOR HIT AND THE ACFT BECAME AIRBORNE AFTER HITTING ON THE SKIDS WITH THE ENG RPM INCREASING AGAIN. THE ACFT BEGAN TO SPIN TO THE RT ANC CAME TO REST UPRIGHT. AN ENG TEARDOWN SHOWED THE COMPRESSOR AND STATORS HAD ERROSION DAMAGE. THE ACFT HAD JUST HAD MAINTENANCE PERFORMED AND WAS UNDERGOING A FLT TEST POWER CHECK WHEN THE ACC OCCURRED. THE PLT SAID THE ENG "QUIT" AND HE THOUGH IT MIGHT HAVE BEEN A COMPRESSOR STALL.

Brief of Accident (Continued)

File No. - 2764

8/27/85

EAST CLOVIS, CA

A/C Reg. No. N204RH

Time (Lc1) - 0830 PDT

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

Finding(s)

1. COMPRESSOR ASSEMBLY - IMPROPER
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. AUTOROTATION - INITIATED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2763 9/16/85 COALINGA, CA A/C Reg. No. N3493A Time (Lcl) - 1300 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew Pass
NONE

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

Make/Model - BEECHCRAFT E-33
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3050
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO 470K
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- 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
RENO, NV
Destination
SANTA ANA, CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

HARRIS RANCH
Runway Ident - 14
Runway Lth/Wid - 2820/ 30
Runway Surface - ASPHALT
Runway Status - DRY

FORCED LANDING

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

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

Age - 45
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - PA-28

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

Total	- 241	Last 24 Hrs	- 2
Make/Model-	77	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	56

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DRAGGED THE TAIL AND CRASHED IN A PLOWED FIELD ABOUT 1/4 MILE EAST OF THE TAKEOFF RWY. THE PLT SAID THE ACFT BECAME "SQUIRRELY" ON THE RWY AND WENT LEFT OFF THE RWYDESPITE HER APPLICATION OF RT RUDDER TRACKS SHOWED THAT THE ACFT LEFT RWY AFTER 250 FT OF ROLL AND BRAKING HAD OCCURRED FOR 600 FT, FIRST ON THE LEFT BRAKE, THEN BOTH BRAKES & FINALLY THE RT BRAKE ONLY. THE ACFT BECAME AIRBORNE AFTER ABOUT 950 FT & FLEW ABOUT 400 FT BEFORE THE TAIL HIT THE GROUND AND THE ACFT CRASHED, DAMAGING THE RT WING, RT STABILIZER, LNDING GEAR & NOSE.

Brief of Accident (Continued)

File No. - 2763

9/16/85

COALINGA, CA

A/C Reg. No. N3493A

Time (Lc1) - 1300 PDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
3. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
4. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
5. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
6. TERRAIN CONDITION - OPEN FIELD

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2674 9/16/85 CARLSBAD, CA A/C Reg. No. N13AS Time (Lcl) - 1740 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal		Injuries	
Type of Operation -AEROBATICS	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 - PITTS S-2A	Eng Make/Model - LYCOMING AEIO-360-A1A	ELT Installed/Activated - YES/NO
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 - 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	CARLSBAD, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 240/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 900 FT SCATTERED	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

FORCED LANDING

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 14360
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 500
HELICOPTER ,GLIDER	Aircraft Type - UNK/NR	Instrument- 2325
		Multi-Eng - 5300
		Last 24 Hrs - 5
		Last 30 Days- 40
		Last 90 Days- 125
		Rotorcraft - 1870

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER COMPLETING AN UPRIGHT SPIN OVER THE PACIFIC OCEAN DURING THE FILMING OF A MOVIE VIEWED FROM THE SPINNING ACFT, THE PLT CLIMBED HIS ACFT BACK TO THE ENTRY ALT AND ENTERED A FLAT INVERTED SPIN. THE ACFT WAS OBSERVED TO SPIN THROUGH ITS RECOVERY ALT AT WHICH THE TIME PLT RADIOED " I HAVE A PROBLEM, I HAVE A REAL PROBLEM." NEITHER HE PLT NOR THE ACFT WERE RECOVERED.

Brief of Accident (Continued)

File No. - 2674

9/16/85

CARLSBAD, CA

A/C Reg. No. N13AS

Time (Lcl) - 1740 PDT

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

Finding(s)

1. STALL/SPIN - INTENTIONAL - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
 3. DESCENT - NOT CORRECTED - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - WATER, GLASSY
-

-----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. - 2604 9/21/85 HUNTINGTON BCH,CA A/C Reg. No. N4840G Time (Lcl) - 1104 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/007 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HUNTINGTON BCH,CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MEADOWLARK
Runway Ident - 19
Runway Lth/Wid - 2330/ 36
Runway Surface - ASPHALT
Runway Status - DRY

FORCED LANDING

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

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

Age - 44
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)		
Total	-	245
Last 24 Hrs	-	UNK/NR
Make/Model-	93	Last 30 Days-
Instrument-	63	Last 90 Days-
		40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE ABORTED HIS FIRST TAKEOFF BECAUSE OF REDUCED ACCELERATION. HE TAXIED BACK, VIA A PARALLEL TAXIWAY AND MADE RUN-ON TYPE TAKEOFF. HE SAID THAT AS THE ACFT CLIMBED TO AN ALT OF APRX 50 TO 60 FT ABOVE THE RWY HE HEARD A THUD AND THE AIRSPEED DROPPED. HE SAID HIS ALT WAS TOO LOW TO ATTEMPT A TURN FOR THE RWY OR FLY OVER A TWO STORY COMMERCIAL BUILDING AHEAD OF HIS POSITION. HE ELECTED TO FLY THE ACFT INTO A LARGE GLASS WINDOW IN THE COMMERCIAL BUILDING. THE ENG OPERATED NORMALLY DURING A POST ACCIDENT TEST RUN. IT WAS NOTED HOWEVER, THE CARB HEAT VALVE COULD NOT BE MOVED TO THE FULL OFF POSITION. WEIGHT & BALANCE CALCULATIONS INDICATE THE ACFT WAS 174 LBS OVER MAX GROSS WEIGHT AT TAKEOFF.

Brief of Accident (Continued)

File No. - 2604

9/21/85

HUNTINGTON BCH, CA

A/C Reg. No. N4840G

Time (Lc1) - 1104 PDT

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

Finding(s)

1. CARBURETOR HEAT CONTROL, LINKAGE - IMPROPER
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
3. PREFLIGHT PLANNING/PREPARATION - NOT PERFORMED - PILOT IN COMMAND
4. AIRCRAFT WEIGHT AND BALANCE - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - BUILDING(NONRESIDENTIAL)

-----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. - 2649 9/24/85 PORTERVILLE,CA

A/C Reg. No. N29707

Time (Lc1) - 1800 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

Make/Model - HUGHES 369D
Landing Gear - SKID
Max Gross Wt - 2100
No. of Seats - 4

Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 420 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 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
FRESNO,CA
Destination
LAS VEGAS,NV

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

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

Medical Certificate - VALID MEDICAL-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-----

AFTER CLIMBING TO A CRUISE ALT OF 13500 FT MSL TO CROSS THE SIERRA NEVADA MOUNTAINS, SOUTH OF MT WHITNEY, THE PLT ENTERED CRUISE FLT AT AN INDICATED AIRSPEED OF APRX 120 TO 130 KTS. THE PLT'S FLT MANUAL LISTS 110 KTS AS THE VELOCITY. VELOCITY TO NEVER EXCEED AT THIS PRESSURE ALT AND TEMP. THE PLT STATED THAT HE FIRST FELT A RAPID VIBRATION IN THE ANTI-TORQUE PEDALS. HE SAID HE THEN ENTERED A DESCENT. AS THE ACFT DESCENDED TO APRX 300 FT AGL IT WAS JOLTED AND DIRECTIONAL CONTROL WAS LOST. THE PLT STATED THAT HE MADE AN UNCONTROLLED FORCED LANDING AND CRASHED ON A MOUNTAIN AT AN ELEVATION OF 9000 FT. BOTH THE PLT AND HIS PASSENGER SURVIVED FOR 2 1/2 DAYS BEFORE BEING FOUND BY HUNTERS.

Brief of Accident (Continued)

File No. - 2649

9/24/85

PORTERVILLE, CA

A/C Reg. No. N29707

Time (Lcl) - 1800 PDT

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

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL, TAIL ROTOR CONTROL - FATIGUE
 2. AIRSPEED(VMO) - EXCEEDED - PILOT IN COMMAND
 3. ROTOR DRIVE SYSTEM, TAIL ROTOR GEAR BOX(90 DEG) - SEPARATION
-

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

Finding(s)

4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 5. DIRECTIONAL CONTROL - NOT OBTAINED - PILOT IN COMMAND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2654 10/02/85 VAN NUYS,CA A/C Reg. No. N9AZ Time (Lcl) - 1634 PDT

-----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 - PIPER PA-32-300
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 7

Eng Make/Model - LYCOMING IO-540-K15
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- 250/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
VAN NUYS,CA

Destination
LOS ANGELES,CA

ATC/Airspace

Type of Flight Plan - NONE
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 - N/A
Runway Status - N/A

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

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

Age - 48
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1846
Make/Model- UNK/NR
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT AFTER TAKEOFF HE CLIMBED TO 1800 FT MSL (APRX 1000 FT ABOVE GROUND LEVEL) AND ENTERED A LEFT TURN. THE ENG FAILED IN THE TURN AN HE SELECTED A DRY FLOOD CONTROL BASIN ON WHICH TO LAND. THE ACFT'S AIRSPEED WAS SLOW ON LANDING AND THE TOUCHDOWN WAS HARD. THE HARD LANDING OVERSTRESSED THE AIRFRAME AND RESULTED IN SUBSTANTIAL ACFT DAMAGE. L ACFT DAMAGE. POST ACCIDENT INSPECTION OF THE ACFT FAILED TO DISCLOSED ANY MECHANICAL FAILURE/MALFUNCTION. THE MAIN FUEL TANKS WERE FOUND FULL OF FUEL. THE LEFT AUX TANK WAS EMPTY AND THE RIGHT AUX TANK CONTAINED A SMALL AMOUNT OF FUEL.

Brief of Accident (Continued)

File No. - 2654

10/02/85

VAN NUYS,CA

A/C Reg. No. N9AZ

Time (Lc1) - 1634 PDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - OPEN FIELD
 4. 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) 2,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2722 10/05/85 PARADISE, CA A/C Reg. No. N24126 Time (Lcl) - 1830 PDT

-----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-38-112	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	- 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- 130/005 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point PARADISE, 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 - UNK/NR</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</p> <p>SE LAND, ME LAND</p>	<p>Age - 58</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 4</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 24108</p> <p>Make/Model- 157</p> <p>Instrument- 1419</p> <p>Multi-Eng - 16261</p>	<p>Last 24 Hrs - 1</p> <p>Last 30 Days- 28</p> <p>Last 90 Days- 72</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKEOFF, FOR AN AFLIGHT ORENTATION, THE HIGH TIME (OVER 2 4000 FLT HOURS) PILOT DESCENDED TO AN ALTITUDE OF APPROX. 300 OVER A LAKE. THE PILOT WAS THEN FLYING UP A TWISTING ARM OF THE LAKE, IN MOUNTAINOUS TERRAIN INTO UNMARKED ELECTRICAL TRANSMISSION WIRES THAT CROSS THE LAKE. AFTER THE WIRE STRIKE ON THE RIGHT ELEVATOR THE AIRCRAFT REVERSED COURSE ROLLED INVERTED AN IMPACTED THE GROUND ON THE SHORE LINE.

Brief of Accident (Continued)

File No. - 2722

10/05/85

PARADISE,CA

A/C Reg. No. N24126

Time (Lcl) - 1830 PDT

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

Finding(s)

1. OBJECT - SNOW COVERED
 2. BUZZING - INTENTIONAL - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2727 10/13/85 TRACY,CA A/C Reg. No. N199CR Time (Lcl) - 1332 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

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

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

Make/Model - KEN BROCK MFG. CO KB-2
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 600
No. of Seats - 1

Eng Make/Model - MCCULLOGH NONE
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 90 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 300/008 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
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

TRACY MUNI
Runway Ident - 29
Runway Lth/Wid - 3680/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 30
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

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

Total	- 20	Last 24 Hrs	- UNK/NR
Make/Model-	5	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR
		Rotorcraft	- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE INEXPERIENCED STUDENT PILOT APPLIED EXCESSIVE MAIN ROTORCONTROL INPUTS WHILE FLYING ON THE DOWNWIND LEG OF THE TRAFFIC PATTERN. THE MAIN ROTOR BLADES FLEXED DOWNWARD AND SEVERED THE PUSHING PROPELLER AND EMPENNAGE. THE GYROPLANE PITCHED FORWARD AND COLLIDED WITH THE GROUND.

Brief of Accident (Continued)

File No. - 2727

10/13/85

TRACY, CA

A/C Reg. No. N199CR

Time (Lc1) - 1332 PDT

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. MANEUVER - EXCESSIVE - PILOT IN COMMAND
3. CYCLIC - EXCESSIVE - PILOT IN COMMAND
4. FLIGHT CONTROL, RUDDER - LOSS, TOTAL
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2686 10/15/85 VAN NUYS,CA

A/C Reg. No. N179SH

Time (Lcl) - 1021 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

2

0

0

0

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

0

0

0

0

Accident Occurred During -DESCENT

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

Make/Model - OFRIA GLANAIR

Eng Make/Model - LYCOMING O-320

ELT Installed/Activated - UNK/NR

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - UNK/NR

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 150 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 360/019 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

SAME AS ACC/INC

Destination

CHINO,CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

VAN NUYS

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

GLIDER

Age - 56

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 358

Make/Model- 300

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-----

WITNESSES STATED THAT THE ACFT HAD JUST DEPARTED AND, DURING THE INITIAL STEEP CLIMB, IT APPEARED TO ATTEMPT TO RETURN TO THE ARPT, STALLED, AND SPUN TO GROUND CONTACT 1/4 MILE NORTH OF THE ARPT. POST ACCIDENT EXAMINATION FAILED TO DISCLOSE ANY PREIMPACT FAILURE/MALFUNCTION OF THE ACFT AND/OR ENG.

Brief of Accident (Continued)

File No. - 2686

10/15/85

VAN NUYS, CA

A/C Reg. No. N179SH

Time (Lcl) - 1021 PDT

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 2. CLIMB - EXCESSIVE - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2724 10/25/85 SACRAMENTO, CA A/C Reg. No. N7371S Time (Lcl) - 1441 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

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

Eng Make/Model - CONTINENTAL 0470S
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

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

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

Weather Data

WX Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 320/009 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
SAN RAFAEL, CA
Destination
CAMERON PARK, 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 - 53
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - 182P

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1720 Last 24 Hrs - 1
Make/Model- 24 Last 30 Days- UNK/NR
Instrument- 20 Last 90 Days- 26
Multi-Eng - 1140

Instrument Rating(s) - NONE

-----Narrative-----

AS THE CESSNA 182P PILOT FLEW THROUGH A CONTROL ZONE WITHOUT ESTABLISHING COMMUNICATIONS AT AN ALTITUDE OF 3,500 FT, A PIPER PA28 WAS BEGINNING ITS APPROACH FOR LANDING. THE PIPER'S PILOT WAS PRACTICING INSTRUMENT FLIGHT USING A HOOD AND A SAFETY PILOT. THE PIPER WAS UNDER THE CONTROL OF THE LOCAL TRACON FACILITY AND CLEARED TO DESCEND OUT OF 5,500 FEET TO 2,600 FOR SEQUENCING. ONE MINUTE AFTER THE PIPER BEGAN ITS DESCENT THE SAFETY PILOT REPORTED THAT THEY HAD COLLIDED WITH AN OTHER ACFT.

Brief of Accident (Continued)

File No. - 2724

10/25/85

SACRAMENTO, CA

A/C Reg. No. N7371S

Time (Lc1) - 1441 PDT

Occurrence MIDAIR COLLISION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
3. 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2724 10/25/85 SACRAMENTO, CA A/C Reg. No. N43091 Time (Lcl) - 1441 PDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew 0
Pass 0
Other 0

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

Make/Model - PIPER PA-28-181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - LYCOMING O360A4M
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- 320/009 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAN JOSE, CA
Destination
SACRAMENTO, CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 48

Biennial Flight Review

Current - YES
Months Since - 19
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 722	Last 24 Hrs	- 1
Make/Model-	193	Last 30 Days-	UNK/NR
Instrument-	92	Last 90 Days-	11
Multi-Eng	- 8		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE CESSNA 182P PILOT FLEW THROUGH A CONTROL ZONE WITHOUT ESTABLISHING COMMUNICATIONS AT AN ALTITUDE OF 3,500 FT, A PIPER PA28 WAS BEGINNING ITS APPROACH FOR LANDING. THE PIPER'S PILOT WAS PRACTICING INSTRUMENT FLIGHT USING A HOOD AND A SAFETY PILOT. THE PIPER WAS UNDER THE CONTROL OF THE LOCAL TRACON FACILITY AND CLEARED TO DESCEND OUT OF 5,500 FEET TO 2,600 FOR SEQUENCING. ONE MINUTE AFTER THE PIPER BEGAN ITS DESCENT THE SAFETY PILOT REPORTED THAT THEY HAD COLLIDED WITH ANOTHER ACFT.

Brief of Accident (Continued)

File No. - 2724

10/25/85

SACRAMENTO, CA

A/C Reg. No. N43091

Time (Lcl) - 1441 PDT

Occurrence MIDAIR COLLISION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - COPILOT
2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
3. CLEARANCE - NOT MAINTAINED - COPILOT
4. CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2690 10/27/85 SEAL BEACH, CA A/C Reg. No. N7547F Time (Lcl) - 1254 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

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

Eng Make/Model - LYCOMING D-235-C1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
COMPTON, CA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 225/005 KTS
Visibility - 5.0 SM

Lowest Sky/Clouds - 1600 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 56

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 379

Make/Model- 295

Instrument- 12

Last 24 Hrs - UNK/NR

Last 30 Days- 1

Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

BASED UPON PREARRANGED PLANS, THE PLT & PAX FLEW OVER THE WATER FOR THE PURPOSE OF PHOTOGRAPHING FRIENDS OF THEIRS IN SAIL BOATS. THE PLT ROLLED HIS ACFT INTO A MEDIUM BANK & CIRCLED OVER THE SPECIFIED BOAT WHILE HIS PAX COMMENCED TAKING PHOTOS. THE PLT, DISTRACTED BY THE SAILBOAT, FAILED TO BE ATTENTIVE TO HIS ACFT'S ALTITUDE & HE DESCENDED UNTIL COLLIDING WITH THE WATER. THE ACFT QUICKLY SANK & ALTHOUGH THE REAR SEATED PIC WAS ABLE TO EXTRICATE HIMSELF, THE FRONT SEATED PAX'S HEAD STRUCK THE INSTRUMENT PANEL & HE DROWNED.

Brief of Accident (Continued)

File No. - 2690

10/27/85

SEAL BEACH, CA

A/C Reg. No. N7547F

Time (Lc1) - 1254 PST

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

Finding(s)

1. WEATHER CONDITION - HAZE
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND

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

Finding(s)

7. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

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

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

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. - 2625 10/30/85 SAN ANDREAS, CA A/C Reg. No. N22264 Time (Lcl) - 1320 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 -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Fire
NONE

Crew
Pass

Accident Occurred During -LANDING

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

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

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

ELT Installed/Activated - YES/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- VARIABLE
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
RANCHO MURIETA, CA
Destination
COLUMBIA, CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 40

Biennial Flight Review

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

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

Total	-	80	Last 24 Hrs -	4
Make/Model-	78		Last 30 Days-	19
Instrument-	0		Last 90 Days-	32

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING IN A FLD APRX 2 MILES WEST OF CALAVERAS COUNTY ARPT. THE POST-ACCIDENT WRECKAGE EXAMINATION DISCLOSED NO EVIDENCE OF FUEL IN THE FUEL TANKS. THE STUDENT PLT STATED THAT HE WAS ON THE FINAL LEG OF A SOLO X-COUNTRY FLT TO COLUMBIA ARPT, COLUMBIA, CA. DURING THE ROUND-ROBIN FLT THE STUDENT HAD LANDED AT 3 ARPTS PRIOR TO THE ACCIDENT. THE PLT HAD NOT REFUELED AT ANY OF THE STOPS. THE ACFT HAD FLOWN FOR ABOUT 4.1 HRS PRIOR TO FUEL EXHAUSTION. THE CALCULATED FUEL CONSUMPTION RATE FOR THE ACCIDENT FLT WAS APRX 5.5 GPH.

Brief of Accident (Continued)

File No. - 2625

10/30/85

SAN ANDREAS, CA

A/C Reg. No. N22264

Time (Lc1) - 1320 PST

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. REFUELING - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

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. - 2677 11/06/85 FRESNO, CA A/C Reg. No. N3674G Time (Lcl) - 1448 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
SUBSTANTIAL

Fire
NONE

Crew
Pass

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

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

Make/Model - BEECH BE-58
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5400
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/006 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
SANTA ANA, CA
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

FRESNO AIR TERMINAL
Runway Ident - 11R
Runway Lth/Wid - 3902/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, ME LAND, SE SEA

Age - 51

Biennial Flight Review

Current - YES
Months Since - 21
Aircraft Type - BE-58

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 5538	Last 24 Hrs	- 1
Make/Model	- 913	Last 30 Days	- 44
Instrument	- 0	Last 90 Days	- 85
Multi-Eng	- 2998		

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT APPROACHED THE RWY FOR LANDING WITHOUT THE LANDING GEAR EXTENDED. THE CONTROLLER INSTRUCTED THE PLT TO GO AROUND BUT THE PLT CONTINUED THE APCH AND LANDED WITH THE GEAR RETRACTED. POST ACCIDENT INSPECTION OF THE ACFT DISCLOSED THE GEAR SELECTOR WAS IN THE DOWN POSITION, BUT THE LANDING GEAR CIRCUIT BREAKER WAS POPPED. NO MECHANICAL FAILURE OR FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 2677

11/06/85

FRESNO,CA

A/C Reg. No. N3674G

Time (Lcl) - 1448 PST

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

Finding(s)

1. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
2. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
3. CHECKLIST - NOT USED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/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. - 2673 11/06/85 SAN DIEGO, CA

A/C Reg. No. N2512Y

Time (Lcl) - 1802 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
2

Injuries
Serious
0
0

Minor
0
0

None
0
0

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

Make/Model - PIPER PA-32R-301T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6500
No. of Seats - 7

Eng Make/Model - LYCOMING TIO-540-S1AD
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 - FULL
Basic Weather - VMC
Wind Dir/Speed- 320/005 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 1200 FT
Lowest Ceiling - 1200 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

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

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 55
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - PA-44

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

Total	- 758	Last 24 Hrs	- UNK/NR
Make/Model-	141	Last 30 Days-	UNK/NR
Instrument-	178	Last 90 Days-	UNK/NR
Multi-Eng -	58		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT DEPARTED IN VFR CONDITIONS AFTER A WX BRIEFING WHICH INDICATED THAT CLEAR SKIES AND UNRESTRICTED VISIBILITY EXISTED AND WERE FORECASTED AT THE DESTINATION AIRPORT. ON ARRIVAL THE PLT REQUESTED AND RECEIVED CLEARANCE FOR AN INSTRUMENT APCH. WHEN THE FLT WAS ON A 2-MI FINAL AT 2000 FT, THE CONTROLLER INITIATED A MISSED APCH. THE PLT RESPONDED AND THEN STATED THAT WE WOULD PREFER TO RETURN TO THE DEPARTURE ARPT. A CLEARANCE WAS ISSUED AND THE RADIO AND RADAR CONTACT WERE LOST.

Brief of Accident (Continued)

File No. - 2673

11/06/85

SAN DIEGO, CA

A/C Reg. No. N2512Y

Time (Lc1) - 1802 PST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. WEATHER CONDITION - FOG
2. IFR PROCEDURE - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - HAZE
4. LIGHT CONDITION - DUSK
5. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND

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

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) 2,5

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. - 2685 11/10/85 AVENAL, CA A/C Reg. No. N50CN Time (Lc1) - 1720 PST

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

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

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

Make/Model - BEECH 35	Eng Make/Model - CONTINENTAL E-185-8	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 185 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	MADERA, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	GALLUP, NM	Runway Ident - N/A
Wind Dir/Speed- 360/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 1.500 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 400 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 2500 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- UNK/NR		
Precipitation - RAIN SHOWERS		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate - EXPIRED	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - UNK/NR	Total - 5400	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 4000	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) - AIRPLANE

-----Narrative-----

THE PLT RECEIVED A WEATHER BRIEFING (TWICE) AND WAS ADVISED EACH TIME THAT VFR FLT ALONG HIS ROUTE WAS NOT RECOMMENDED. A WITNESS OBSERVED THE ACFT FLYING AT A LOW ALT BELOW A CLOUD LAYER, WHEN IT MADE AN ABRUPT LEFT DESCENDING TURN AND CRASHED IN A FIELD. ANOTHER WITNESS WAS DRIVING ON I-5 AND OBSERVED THE ACFT PASS OVERHEAD AT 300 TO 400 FT AGL BELOW THE CLOUDS, AND A SHORT TIME LATER SAW A BALL OF FLAMES NEXT TO THE HWY. L OF FLAMES NEXT TO THE HIGHWAY.

Brief of Accident (Continued)

File No. - 2685

11/10/85

AVENAL, CA

A/C Reg. No. N50CN

Time (Lc1) - 1720 PST

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

Finding(s)

1. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND
2. WEATHER CONDITION - ICING CONDITIONS
3. WEATHER CONDITION - LOW CEILING
4. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
5. WEATHER CONDITION - RAIN
6. WEATHER CONDITION - TURBULENCE

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

Finding(s)

7. MANEUVER - EXCESSIVE - PILOT IN COMMAND

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

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

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

Factor(s) relating to this accident is/are finding(s) 2,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2723 11/17/85 LEBEC, CA A/C Reg. No. N43602 Time (Lcl) - 1955 PST

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

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

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

Make/Model - PIPER PA 28-151	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	EL MONTE, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	BAKERSFIELD, CA	Runway Ident - N/A
Wind Dir/Speed- 050/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 6.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 4500 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 6400
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-----

AFTER RECEIVING A PREFLIGHT WX BRIEFING THAT FORECAST STRONG HEADWINDS, OVER MOUNTAINOUS TERRAIN, SEVERE TURBULENCE AND PIREPS OF SEVERE TURBULENCE ON THE PROPOSED FLT ROUTE. THE INSTRUCTOR PLT AND HIS STUDENT INSTRUMENT PLT TOOK OFF FOR A NIGHT IFR TRAINING FLT. THE ACFT ENTERED A MOUNTAIN WAVE AND DESCENDED INTO A MOUNTAIN. ALTHOUGH ANOTHER ACFT IN THE AREA SUGGESTED THE DESCENDING ACFT MAKE A 180 TURN THERE WAS NO EFFORT ON THE PART OF THE PLT TO MANEUVER THE ACFT OUT OF THE WAVE OR THE ARTCC CONTROLLER TO DIRECT THE ACFT TO REVERSE COURSE.

Brief of Accident (Continued)

File No. - 2723

11/17/85

LEBEC, CA

A/C Reg. No. N43602

Time (Lc1) - 1955 PST

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

Finding(s)

1. WEATHER CONDITION - MOUNTAIN WAVE
2. HAZARDOUS WEATHER ADVISORY - DISREGARDED - PILOT IN COMMAND
3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
7. DESCENT - NOT CORRECTED - PILOT IN COMMAND
8. ARTCC SERVICE - INADEQUATE - ATC PERSONNEL(ARTCC)

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2742 11/27/85 SAN BERNARDINO, CA A/C Reg. No. N7541V Time (Lcl) - 2045 PST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	PRESCOTT, AZ	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	RIALTO, CA	
Wind Dir/Speed- 280/002 KTS	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 - 1000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 2582
SE LAND, ME LAND	Months Since - 14	Last 24 Hrs - UNK/NR
	Aircraft Type - 210	Make/Model- UNK/NR
		Instrument- 222
		Last 30 Days- 9
		Last 90 Days- 33
		Multi-Eng - 94

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUMENT RATED PLT & HIS FAMILY FLEW FROM TX TO CA. IT WAS NIGHT TIME UPON ARRIVAL AND THE PLT DID NOT COMMUNICATE WITH ANY FAA FACILITY. EARLIER IN THE FLT, DURING A REFUELING STOP, THE PLT HAD TELEPHONED A FRIEND AND HIS PARENTS TO ARRANGE TO BE PICKED UP AT HIS DESTINATION ARPT. UPON ARRIVING IN CA THE PLT ATTEMPTED TO CIRCLE OVER HIS FRIEND'S HOUSE TO LET THEM KNOW OF HIS ARRIVAL. WHILE CIRCLING THE PLT COLLIDED WITH THE MOUNTAIN ON WHICH THE HOUSE WAS LOCATED. MVFR WEATHER WAS REPORTED 5 MI SOUTH AND 1200 FT BELOW THE CRASH SITE, AND THE REPORTED WEATHER WAS A CEILING AT 1000 FT AGL.

Brief of Accident (Continued)

File No. - 2742

11/27/85

SAN BERNARDINO, CA

A/C Reg. No. N7541V

Time (Lc1) - 2045 PST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. LIGHT CONDITION - DARK NIGHT
5. VFR PROCEDURES - NOT PERFORMED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, EXPECTANCY - PILOT IN COMMAND
7. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
8. PROPER ALTITUDE - MISJUDGED - PILOT IN COMMAND
9. JUDGEMENT - POOR - PILOT IN COMMAND

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

Finding(s)

10. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2678 11/30/85 TAFT, CA A/C Reg. No. N201UH Time (Lcl) - 1530 PST

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

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

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

Make/Model - MOONEY M20J	Eng Make/Model - LYCOMING IO-360-A16D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2740	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	TAFT, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	TAFT-KERN COUNTY
Wind Dir/Speed- 310/006 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3970/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 780
SE LAND	Months Since - 9	Make/Model- 490
	Aircraft Type - M20J	Instrument- 13
		Last 24 Hrs - 1
		Last 30 Days- 8
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE LANDING GEAR INTRANSIT LIGHT ILLUMINATED AND STAYED ON WHEN THE PLT ATTEMPTED TO RETRACT THE GEAR AFTER TAKEOFF. AFTER ALL EFFORTS TO EXTEND OR RETRACT THE GEAR FAILED THE PLT ELECTED TO LAND AT THE ARPT OF DEPARTURE. THE LANDING GEAR COLLAPSED ON TOUCHDOWN. EXAMINATION OF THE ACFT DISCLOSED THAT THE LANDING GEAR DRIVE GEAR FAILED AFTER THE GEAR RETRACTION HAD BEGUN ON TAKEOFF.

Brief of Accident (Continued)

File No. - 2678

11/30/85

TAFT, CA

A/C Reg. No. N201UH

Time (Lcl) - 1530 PST

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

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE, TOTAL
 2. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2605

12/01/85

CALEXICO, CA

A/C Reg. No. N7728K

Time (Lcl) - 0830 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries

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

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/005 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - UNK/NR
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
YUMA, AZ
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

CALEXICO INT'L
Runway Ident - 08
Runway Lth/Wid - 5000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND
GLIDER

Age - 53

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - PA-20

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1333	Last 24 Hrs	- 1
Make/Model	- 157	Last 30 Days	- UNK/NR
Instrument	- 0	Last 90 Days	- 30
Multi-Eng	- 7		

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT GROUND LOOPED DURING A LANDING ON RWY 08 AT CALEXICO ARPT. THE PLT REPORTED THAT UPON TOUCHDOWN THE ACFT BEGAN TO SWERVE TO THE RIGHT. THE PLT APPLIED LEFT RUDDER TO ARREST THE RIGHT SWERVE. THE ACFT THEN BEGAN A SWERVE TO THE LEFT AND THE PLT WAS UNABLE TO ARREST THE TURN. THE ACFT GROUND LOOPED AND THE RIGHT MAIN LANDING GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2605

12/01/85

CALEXICO,CA

A/C Reg. No. N7728K

Time (Lc1) - 0830 PST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
 3. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
-

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

Finding(s)

4. LANDING GEAR,MAIN GEAR - OVERLOAD
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2741	12/04/85	SACRAMENTO, CA	A/C Reg. No. N6541A	Time (Lcl) - 2230 PST
<hr/>				
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries	
		DESTROYED		
Type of Operation	-BUSINESS	Fire	Fatal	Serious
Flight Conducted Under	-14 CFR 91	ON GROUND	Crew 1	0
Accident Occurred During	-APPROACH		Pass 0	0
				Minor 0
				None 0
<hr/>				
-----Aircraft Information-----				
Make/Model	- BEECH F33A	Eng Make/Model	- CONTINENTAL IO-520 SER	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	- 5	Rated Power	- 285 HP	
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP	
Method	- TELEPHONE	RIVERSIDE, CA		
Completeness	- FULL	Destination	Airport Data	
Basic Weather	- IMC	SAME AS ACC/INC	SACRAMENTO METRO	
Wind Dir/Speed	- 070/006 KTS	ATC/Airspace	Runway Ident - 16	
Visibility	- 2.000 SM	Type of Flight Plan	Runway Lth/Wid - 8600/ 150	
Lowest Sky/Clouds	- PART OBS	Type of Clearance	Runway Surface - ASPHALT	
Lowest Ceiling	- 3000 FT OVERCAST	Type Apch/Lndg	Runway Status - DRY	
Obstructions to Vision	- FOG			
Precipitation	- NONE			
Condition of Light	- NIGHT(DARK)			
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - 70	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - UNK/NR	Total - 3100	Last 24 Hrs - UNK/NR	
SE LAND	Months Since - 0	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	
<hr/>				
Instrument Rating(s) - AIRPLANE				
<hr/>				
-----Narrative-----				
<p>ON DECEMBER 4, 1985 AT 2230 PST, A BEECH F33A, OPERATED BY THE OWNER, COLLIDED WITH TREES DURING A MISSED APPROACH AT SACRAMENTO METROPOLITAN AIRPORT, SACRAMENTO, CALIFORNIA, WHILE ON A BUSINESS FLIGHT. INSTRUMENT METEOROLOGICAL CONDITIONS PREVAILED AT THE TIME; AN INSTRUMENT CLEARANCE HAD BEEN ISSUED. THE AIRCRAFT WAS DESTROYED AND THE OWNER/PILOT, THE ONLY OCCUPANT, RECEIVED FATAL INJURIES. THE FLIGHT ORIGINATED AT RIVERSIDE, CALIFORNIA; THE TIME IS UNKNOWN. ACCORDING TO SACRAMENTO METROPOLITAN TOWER PERSONNEL, THE INSTRUMENT-RATED PRIVATE PILOT REQUESTED AN INSTRUMENT APPROACH AND HAD RECEIVED CLEARANCE TO LAND WHEN HE DISAPPEARED FROM RADAR CONTACT, APPROXIMATELY 1/4 MILE NORTH OF RUNWAY 16 AT AN ALTITUDE OF 100 FEET AGL. THE WRECKAGE WAS SUBSEQUENTLY LOCATED APPROXIMATELY 1 1/2 MILES WEST OF THE AIRPORT, WHERE IT HAD CRASHED AND BURNED.</p>				

Brief of Accident (Continued)

File No. - 2741

12/04/85

SACRAMENTO, CA

A/C Reg. No. N6541A

Time (Lc1) - 2230 PST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. OBJECT - TREE(S)
2. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
3. WEATHER CONDITION - FOG
4. LIGHT CONDITION - DARK NIGHT

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2601 12/08/85 SELMA, CA A/C Reg. No. N5516Q Time (Lc1) - 1520 PST

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

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

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

Make/Model - MOONEY M20E	Eng Make/Model - LYCOMING IO-360-A1A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2575	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	SAN JOSE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BAKERSFIELD, CA	
Wind Dir/Speed- 360/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 3000 FT OVERCAST	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 - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 835
SE LAND, ME LAND	Months Since - 14	Last 24 Hrs - 2
	Aircraft Type - M20E	Make/Model- 107
		Last 30 Days- 15
		Instrument- 85
		Last 90 Days- 21
		Multi-Eng - 26
		Rotorcraft - 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CRUISE ON A VFR X-COUNTRY FLT, THE PLT STATED THAT THE ENG BECAME ROUGH WITH MODERATE VIBRATION LEVELS. AFTER SHUTTING DOWN THE ENG, THE PLT MADE A FORCED LANDING IN A FLD, COLLIDED WITH GND OBSTRUCTIONS & COLLAPSED ALL 3 LANDING GEAR. EXAMINATION OF THE ENG REVEALED THAT THE NUTS ON THE HOLD DOWN STUDS FOR THE #3 CYLINDER HAD BACKED OFF WHICH OVERSTRESSED THE REMAINING NUTS & CAUSED THEM TO FAIL. THE #3 CYLINDER WAS FOUND SEPARATED FROM THE CASE. ACCORDING TO THE IA WHO EXAMINED THE ENG, THE NUTS ON THE NUMBERS 3 & 4 CYLINDERS WERE UNDERTORQUED DURING A PRIOR MAINTENANCE PERIOD. THE IMPROPER TORQUE LEVELS ALLOWED SOME OF THE NUTS TO LOOSEN & EVENTUALLY BACK OFF, PRECIPITATING THE SEQUENCE OF EVENT.

Brief of Accident (Continued)

File No. - 2601

12/08/85

SELMA,CA

A/C Reg. No. N5516Q

Time (Lc1) - 1520 PST

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

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - LOOSE
 2. ENGINE ASSEMBLY,CYLINDER - UNDERTORQUED
 3. MAINTENANCE,MAJOR REPAIR - IMPROPER - FBO PERSONNEL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION
 5. TERRAIN CONDITION - NONE SUITABLE
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2751 12/13/85 OAKDALE, CA A/C Reg. No. N12YC Time (Lcl) - 1507 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	Injuries			None
	Serious	Minor		
1	0	0	0	0
0	0	0	0	0

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

Make/Model - ROBERT D. CAMPBELL KR-1
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - 830
No. of Seats - 1

Eng Make/Model - HAPI 1835CC 60-2DM
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 60 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 3.000 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OAKDALE, CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 63

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - KR-1

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	906	Last 24 Hrs -	1
Make/Model-	189	Last 30 Days-	9	
Instrument-	7	Last 90 Days-	30	

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT CRASHED IN A COW PASTURE IN VMC WX. THE ACFT LEFT WING STRUCK THE GROUND IN A STEEP ANGLE OF BANK AND THE ACFT NOSED IN THROWING THE ENG 450 FT FARTHER ACROSS THE FIELD. THE CANOPY & CANOPY LATCH WERE FOUND PRIOR TO THE IMPACT POINT OF THE LEFT WING. THE ACFT WAS DESTROYED EXCEPT THE TAIL SECTION WHICH WAS FOUND RELATIVELY INT ACT ABOUT 200 FT FROM INITIAL IMPACT POINT. WITNESSES HAD SEEN THIS ACFT PERFORM LOW PASSES AT THE OAKDALE ARPT. THE PLT HAD ASK HIS INSTRUCTOR ABOUT PERFORMING AERO BATIC FLT AND HAD MADE A STATEMENT THAT THE ACFT WAS STRESSED FOR AEROBATICS. ACCORDING TO THE ACFT OPERATING LIMITATIONS IMPOSED BY FAA THE ACFT WAS PROHIBITED FROM AEROBATICS.

Brief of Accident (Continued)

File No. - 2751

12/13/85

OAKDALE, CA

A/C Reg. No. N12YC

Time (Lc1) - 1507 PST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. AEROBATICS - PERFORMED - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
4. ALTITUDE - IMPROPER - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2684 12/13/85 OXNARD, CA A/C Reg. No. N7310X Time (Lcl) - 0847 PST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	VAN NUYS, CA	OXNARD
Wind Dir/Speed- 020/011 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5950/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	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 - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6368
SE LAND, ME LAND, SE SEA	Months Since - 23	Make/Model- UNK/NR
	Aircraft Type - BE-F35	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 TOOK OFF, PITCHED UP STEEPLY, STALLED, NOSED OVER TO THE RIGHT AND CRASHED, NOSE DOWN INTO THE GRASS SOUTH OF THE RWY. POST ACCIDENT INSPECTION OF THE ACFT DISCLOSED THAT THE 2 INCH BOLT THE PLT USED AS A CONTROL GUST LOCK FOR THE ELEVATOR AND AILERONS HAD NOT BEEN REMOVED BEFORE THE TAKEOFF WAS ATTEMPTED.

Brief of Accident (Continued)

File No. - 2684

12/13/85

OXNARD,CA

A/C Reg. No. N7310X

Time (Lc1) - 0847 PST

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

Finding(s)

1. FLIGHT CONTROL SURFACES/ATTACHMENTS - LOCKED
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2702 12/18/85 MOSS, CA A/C Reg. No. N8404E Time (Lc1) - 1721 PST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - BELL 47G2
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 3

Eng Make/Model - LYCOMING VO-435
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 220 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- 090/006 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
CASTROVILLE, 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 - N/A
Runway Status - N/A

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

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

Age - 25
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1400
Make/Model- UNK/NR
Instrument- 0
Last 24 Hrs - 2
Last 30 Days- 20
Last 90 Days- 60
Rotorcraft - 600

Instrument Rating(s) - NONE

-----Narrative-----

AFTER STARTING A LEFT CLIMBING TURN AT THE END OF A SPRAY RUN THE PLT SAID HE FELT A "SHUDDER IN THE AIRFRAME" AS THE ENGINE "WENT TO FULL RPM." THE PLT STATED THAT HE THOUGHT "THE CLUTCH HAD SLIPPED" AND ADDED COLLECTIVE TO COMPENSATE. THE HELICOPTER BEGAN SETTLING TOWARD THE GROUND AND THE PLT SAID HE COULD NOT ARREST THE DESCENT PRIOR TO GROUND IMPACT. THE ENGINE, TRANSMISSION AND CLUTCH ASSEMBLIES WERE EXAMINED, WITH NO EVIDENCE OF PRE-IMPACT FAILURE OR MALFUNCTION EVIDENT.

Brief of Accident (Continued)

File No. - 2702

12/18/85

MOSS,CA

A/C Reg. No. N8404E

Time (Lc1) - 1721 PST

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

Finding(s)

1. AIRCRAFT PERFORMANCE - EXCEEDED
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. REMEDIAL ACTION - NOT ATTAINED - PILOT IN COMMAND
4. AIRCRAFT HANDLING - MISJUDGED - PILOT IN COMMAND
5. DESCENT - NOT CORRECTED - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2603 12/21/85 SANTA PAULA, CA A/C Reg. No. N714GG Time (Lcl) - 1923 PST

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

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

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

Make/Model - CESSNA 150M	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 ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SANTA PAULA
Wind Dir/Speed- 220/005 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wld - 2650/ 40
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 - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 85	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 9845
SE LAND	Months Since - 9	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 70
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE STUDENT PLT & HIS CFI SUCCESSFULLY PERFORMED 8 LANDINGS. ON FINAL APCH TO THE 9'TH LDG THE ACFT WAS LOW & THE CFI DELAYED IN DIRECTING HIS STUDENT TO INCREASE ENG PWR. THE STUDENT RESPONDED BUT THE ACFT DID NOT GAIN ALT SOON ENOUGH TO AVOID COLLIDING WITH A PWR POLE & WIRES 300 FT FROM THE RWY.

Brief of Accident (Continued)

File No. - 2603

12/21/85

SANTA PAULA, CA

A/C Reg. No. N714GG

Time (Lcl) - 1923 PST

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

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - DUAL STUDENT
2. PROPER GLIDEPATH - NOT FOLLOWED - DUAL STUDENT
3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND(CFI)
6. LIGHT CONDITION - NIGHT
7. OBJECT - UTILITY POLE

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

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

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2668 5/31/85 BYERS,CO A/C Reg. No. N759QY Time (Lcl) - 1915 MDT

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

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

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

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL O-470-U	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - 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	BURLINGTON,IA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	ENGLEWOOD,CO	Runway Ident - N/A
Wind Dir/Speed- 360/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 7000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 82
SE LAND	Months Since - 22	Last 24 Hrs - 8
	Aircraft Type - C-152	Make/Model- 20
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED THAT HE WAS "IN A RUSH TO GET HOME" AFTER HIS EXTENDED TRIP. HE CONTINUED TO STATE "I WANTED TO GET HOME THAT AFTERNOON WITHOUT ANOTHER STOP AND I WANTED THE PERFORMANCE FIGURES TO SHOW ME THAT I COULD." THE PLT EXECUTED AN EMERG LANDING AFTER THE ENG QUIT IN AN OPEN FIELD. DURING THE LANDING ROLL THE ACFT STRUCK A METAL FENCE POST. POST CRASH EXAM REVEALED NO EVIDENCE OF FUEL ON BOARD THE ACFT.

Brief of Accident (Continued)

File No. - 2668

5/31/85

BYERS,CO

A/C Reg. No. N759QY

Time (Lcl) - 1915 MDT

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

Finding(s)

1. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. FLUID,FUEL - EXHAUSTION

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 - FENCE

-----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. - 2719

7/03/85

LEADVILLE, CO

A/C Reg. No. N736XN

Time (Lcl) - 0940 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
0	0	0	2

Type of Operation - INSTRUCTIONAL

Fire

Crew

Flight Conducted Under - 14 CFR 91

NONE

Pass

Accident Occurred During - LANDING

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

Make/Model - CESSNA R172K

Eng Make/Model - CONTINENTAL ID-360-K

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1700

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 4

Rated Power - 195 HP

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

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

RANGLEY, CO

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - VFR

Type Apch/Lndg - STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data

LAKE COUNTY

Runway Ident - 34

Runway Lth/Wid - 5300/ 75

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Age - 28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL, ATP, CFI

Current - UNK/NR

Total - 5600

Last 24 Hrs - UNK/NR

SE LAND, ME LAND, SE SEA

Months Since - UNK/NR

Make/Model- UNK/NR

Last 30 Days- UNK/NR

GLIDER

Aircraft Type - UNK/NR

Instrument- 0

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LANDING ROLL ON RWY 34, A DEER RAN IN FRONT OF THE ACFT. THE DEER WAS STRUCK AND KILLED BY THE RIGHT WING STRUT.

Brief of Accident (Continued)

File No. - 2719

7/03/85

LEADVILLE,CO

A/C Reg. No. N736XN

Time (Lcl) - 0940 MDT

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

Finding(s)

1. OBJECT - ANIMAL(S)
2. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2697 7/23/85 BRIGHTON, CO A/C Reg. No. N40501 Time (Lcl) - 0645 MDT

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

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

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

Make/Model - BALLOON WORKS FIREFLY 7	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 900	Engine Type - N/A	
No. of Seats - UNK/NR	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	FREDRICK, CO	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 315/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 2000 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 - 53	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - NO	Total - 142
	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
FREE BALLOON	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

A HOT AIR BALLOON OWNED AND FLOWN BY THE PLT COLLIDED WITH ELECTRICAL POWER LINES DURING AN ATTEMPTED LANDING. THE BASKET OF THE BALLOON CAUGHT FIRE UPON CONTACT WITH THE WIRES. THE OCCUPANTS LEAPED FROM THE BURNING BASKET SUSTAINING SERIOUS INJURIES. THE BALLOON WAS DESTROYED.

Brief of Accident (Continued)

File No. - 2697

7/23/85

BRIGHTON, CO

A/C Reg. No. N40501

Time (Lc1) - 0645 MDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH .

Finding(s)

1. PLANNED APPROACH - INACCURATE - PILOT IN COMMAND
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 3. OBJECT - WIRE, TRANSMISSION
 4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 6. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 7. WEATHER CONDITION - DOWNDRAFT
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2629

8/17/85

ERIE, CO

A/C Reg. No. N4113N

Time (Lc1) - 1550 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 120
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 2

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

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

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

Weather Data

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

Itinerary

Last Departure Point
BROOMFIELD, CO
Destination
ERIE, CO

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

TRI COUNTY
Runway Ident - 33
Runway Lth/Wid - 5400/ 65
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 57
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - C-120

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

Total	- 400	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 STATED AFTER THE ACCIDENT THAT SHE HAD LANDED AND THE ACFT ROLLED APRX 600 FT WHEN SHE ATTEMPTED TO TURN OFF ONTO THE TAXIWAY WHILE THE ACFT WAS TRAVELING AT A MODERATE SPEED. A WITNESS STATED THAT HE SAW THE TREES "LOCK UP" AS THE ACFT APPROACHED THE TAXIWAY AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 2629

8/17/85

ERIE, CO

A/C Reg. No. N4113N

Time (Lcl) - 1550 MDT

Occurrence

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2721 8/31/85 HAYDEN, CO A/C Reg. No. N4780K Time (Lcl) - 1400 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA P210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4000
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 220/015 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - 7000 FT SCATTERED
Lowest Ceiling - 12000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NORTH PLATTE, NE
Destination
HAYDEN, CO

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

YAMPA VALLEY
Runway Ident - 28
Runway Lth/Wid - 6999/ 100
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 46
Biennial Flight Review
Current - NO
Months Since - 24
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 843
Last 24 Hrs - 7
Make/Model- 400
Last 30 Days- UNK/NR
Instrument- 307
Last 90 Days- 30
Multi-Eng - 14

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT SAID ENG BEGAN SURGING DURING DESCENT FROM CRUISE ALT. AFTER ADJUSTING BOOST PUMP, THROTTLE, AND MIXTURE, SURGING CEASED. PLT SAID HE DROPPED FLAPS AND LOWERED LANDING GEAR AT 2000 FT AGL AND 5 MI FROM ARPT. ENG BEGAN TO SURGE AGAIN. ADJUSTMENT OF THROTTLE AND MIXTURE DID NOT CORRECT CONDITION. ENG THEN LOST ALL POWER AND PLT MADE FORCED LANDING IN WHEAT FIELD 3 MI FROM ARPT. EXAM OF ENG REVEALED UPPER DECK PRESSURE REFERENCE LINE FROM MANIFOLD TO LEFT BANK FUEL INJECTOR NOZZLE ASS'Y WAS DISCONNECTED. LINE WAS STUFFED UNDERNEATH OTHER HOSES IN THE ENG COMPARTMENT. HOSE CLAMP WAS FOUND ON METAL CHANNEL. MAINTENANCE RECORDS INDICATE ALTERNATOR WAS REPLACED 7.3 FLYING HOURS BEFORE THE ACCIDENT. UPPER DECK PRESSURE REFERENCE LINE HAD TO BE DISCONNECTED IN ORDER TO REMOVE AND REPLACE ALTERNATOR.

Brief of Accident (Continued)

File No. - 2721

8/31/85

HAYDEN, CO

A/C Reg. No. N478OK

Time (Lc1) - 1400 MDT

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. GEAR EXTENSION - PREMATURE - PILOT IN COMMAND
4. LOWERING OF FLAPS - PREMATURE - PILOT IN COMMAND
5. ALTITUDE - INADEQUATE - PILOT IN COMMAND

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

Finding(s)
6. TERRAIN CONDITION - CROP
7. TERRAIN CONDITION - ROUGH/UNEVEN
8. LIGHT CONDITION - DAYLIGHT

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2773 9/12/85 FORT COLLINS, CO A/C Reg. No. N45724 Time (Lcl) - 0020 MDT

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

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

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

Make/Model	- AERO COMMANDER 680FL	Eng Make/Model	- LYCOMING IGSO-540-B1A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 8500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 380 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NWS	Last Departure Point		UNK/NR	
Method	- IN PERSON	FORT COLLINS, CO			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- VMC	SALT LAKE CITY, UT		Runway Ident	- N/A
Wind Dir/Speed	- CALM			Runway Lth/Wid	- N/A
Visibility	- 10.0 SM	ATC/Airspace		Runway Surface	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Flight Plan	- IFR	Runway Status	- N/A
Lowest Ceiling	- 4000 FT BROKEN	Type of Clearance	- IFR		
Obstructions to Vision	- NONE	Type Apch/Lndg	- NONE		
Precipitation	- DRIZZLE				
Condition of Light	- NIGHT(DARK)				

FORCED LANDING

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

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 3554	Last 24 Hrs - 6
SE LAND, ME LAND	Months Since - 1	Make/Model - 43	Last 30 Days - UNK/NR
	Aircraft Type - 680FL	Instrument - 227	Last 90 Days - 32
		Multi-Eng - 467	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS OPERATING HIS ACFT UNDER THE RULES OF 14 CFR 135, I.E., A SCHEDULED DOMESTIC CARGO FLT. HE MADE A NORMAL DEPARTURE AND CLIMB EN ROUTE TO SALT LAKE CITY, UTAH. NORMAL COMMUNICATIONS AND RADAR FLT FOLLOWING WAS ESTABLISHED WITH DENVER ARTCC. APPROXIMATELY 8 MILES WEST OF FORT COLLINS, THE ACFT SUDDENLY DISAPPEARED OFF OF RADAR AND VOICE CONTACT WITH THE PILOT WAS LOST.

Brief of Accident (Continued)

File No. - 2773

9/12/85

FORT COLLINS, CO

A/C Reg. No. N45724

Time (Lc1) - 0020 MDT

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. UNDETERMINED
 3. WEATHER CONDITION - TURBULENCE
-

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

Finding(s)

4. UNDETERMINED
-

-----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. - 2779 9/14/85 CRAIG, CO A/C Reg. No. N3836E Time (Lcl) - 0930 MDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage DESTROYED		Injuries		
Type of Operation -OTHER WORK USE	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 133	NONE	Pass	1	0	0
Accident Occurred During -DESCENT			0	0	0
			0	0	0

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

Make/Model - AEROSPATIALE SA315B	Eng Make/Model - TURBOMECHA ARTOUSTE IIIB	ELT Installed/Activated - YES/YES
Landing Gear - HIGH SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 5040	Engine Type - TURBOSHAFT	
No. of Seats - 4	Rated Power - 850 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CRAIG, CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 250/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - VFR	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE, COMMERCIAL	Current - YES	Total - 8183	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 4	Make/Model- UNK/NR	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- UNK/NR

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE HELICOPTER WAS LONG-LINING A 1280-POUND AIR COMPRESSOR TO AN 8500-FOOT MSL MOUNTAIN DRILLING SITE. WITNESSES HEARD A SQUEALING SOUND AND BANG. THEY OBSERVED GRAY-WHITE SMOKE AND ORANGE-BLUE FLAME EMITTING FROM THE EXHAUST. THE PLT RELEASED THE LOAD AND ATTEMPTED TO MAKE A FORCED LANDING IN A NEARBY CLEARING. THE HELICOPTER COLLIDED WITH TREES AND CRASHED. DISASSEMBLY OF THE ENG REVEALED THAT ALL SIX SCREWS IN THE DIFFUSER LABYRINTH SEAL WERE LOOSE. ONE SCREW HAD BACKED OUT AND HAD SCORED THE BACK OF THE CENTRIFUGAL COMPRESSOR. THE SCREW HAD ROTATED 180 DEGREES AND WAS BENT OPPOSITE THE COMPRESSOR'S DIRECTION OF ROTATION. THE HOLE WAS ELONGATED.

Brief of Accident (Continued)

File No. - 2779

9/14/85

CRAIG,CO

A/C Reg. No. N3836E

Time (Lc1) - 0930 MDT

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

Finding(s)

1. COMPRESSOR ASSEMBLY - FAILURE,TOTAL
2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
3. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2744 10/11/85 EAGLE, CO A/C Reg. No. N1611C Time (Lc1) - 0815 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

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

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

Make/Model - CESSNA 180
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 225 HP

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

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

Weather Data

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

Wind Dir/Speed- 225/008 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 500 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - SNOW

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

EAGLE, CO

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 35

Biennial Flight Review

Current - YES

Months Since - 17

Aircraft Type - 180

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 623

Make/Model- UNK/NR

Instrument- 0

Multi-Eng - 5

Last 24 Hrs - 2

Last 30 Days- 4

Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DEPARTED EAGLE ARPT WITH 3 PAX TO FLY THEM TO THE WHITE OWL LAKE AREA FOR THE REPORTED PURPOSE OF LOOKING FOR A POSSIBLE CAMPING SITE FOR HUNTING ACTIVITIES. THE PLT ENCOUNTERED IMC AND LOST CONTROL OF THE ACFT. HE WAS NOT INSTRUMENT RATED. ALL OCCUPANTS WERE FATALLY INJURED. HUNTERS REPORTED LOW CEILINGS AND VISIBILITY WITH SNOW SQUALLS IN THE AREA OF THE ACCIDENT SITE. WITNESSES REPORTED HEARING THE ENG SOUND STOP BUT WERE UNAABLE TO SEE THE ACFT BECAUSE VISIBILITY WAS REDUCED BY SNOW. THE ACFT CRASHED ON AN 11,000 FT PLATEAU. EXAMINATION OF THE ACCIDENT SITE REVEALED THE ACFT IMPACTED IN A 45 DEGREE NOSE LOW, LEFT WING LOW ATTITUDE.

Brief of Accident (Continued)

File No. - 2744

10/11/85

EAGLE, CO

A/C Reg. No. N1611C

Time (Lc1) - 0815 MDT

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

Finding(s)

1. WEATHER CONDITION - FOG
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - LOW CEILING
4. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
5. WEATHER CONDITION - SNOW
6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
7. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

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

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

Finding(s)

10. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

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

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. - 2631 11/16/85 FT. COLLINS, CO A/C Reg. No. N2601G Time (Lcl) - 0845 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Serious
0
0

Minor
0
0

None
1
0

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

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

Eng Make/Model - LYCOMING O-235-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- 348/004 KTS
Visibility - 69.0 SM
Lowest Sky/Clouds - 16000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

DWNTWN FT COLLINS AIRPARK
Runway Ident - 29
Runway Lth/Wid - 4700/ 48
Runway Surface - ASPHALT
Runway Status - SNOW - CRUSTED

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

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

Age - 28
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 118
Last 24 Hrs - 0
Make/Model- 41
Last 30 Days- UNK/NR
Instrument- 5
Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH LARGE CHUNKS OF SNOW ON THE RWY DURING TAKEOFF ROLL. THE PLT STATED THAT DURING THE ROLL ABOUT MID-WAY DOWN THE RWY HE SPOTTED THE SNOW AND DECIDED TO ABORT BUT WAS UNABLE TO AVOID THE SNOW. THE LEFT GEAR CONTACTED THE SNOW AND THE ACFT VEERED LEFT CONTACTING A SNOW BERM. THE LEFT MAIN GEAR THEN COLLAPSED.

Brief of Accident (Continued)

File No. - 2631

11/16/85

FT. COLLINS, CO

A/C Reg. No. N2601G

Time (Lcl) - 0845 MST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. AIRPORT SNOW REMOVAL - POOR - FBO PERSONNEL

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

Finding(s)

4. ABORTED TAKEOFF - ATTEMPTED - PILOT IN COMMAND
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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2780 11/22/85 CHEYENNE WELLS,CO A/C Reg. No. N2925U Time (Lcl) - 1655 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	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 TS10-360 SER ELT Installed/Activated - YES/NO
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 - IMC
Wind Dir/Speed- 012 KTS
Visibility - UNK/NR
Lowest Sky/Clouds -
Lowest Ceiling - 100 FT
Obstructions to Vision- FOG
Precipitation - FREEZING RAIN
Condition of Light - DUSK

Itinerary

Last Departure Point
JOPLIN,MO
Destination
ENGLEWOOD,CO

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CHEYENNE WELLS
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 - 37

Biennial Flight Review

Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 250	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 OBTAINED A WX BRIEFING PRIOR TO DEPARTING APA. THERE WAS A COLD FRONTAL SYSTEM MOVING DOWN FROM THE NORTH BUT WX WAS FORECAST TO BE VFR FOR THE REMAINDER OF THE DAY. THE PLT AND A PLT-PAX FLEW TO JLN WHERE THE PLT-PAX DISEMBARKED. THE PLT DID NOT OBTAINED AN UPDATED WX BRIEFING. ACFT WAS OBSERVED BY LOCAL SHERIFF TO COLLIDED WITH POWER LINES AND CONTINUE FLYING FOR 4.5 MI BEFORE CRASHING AND BURNING. SHERIFF DESCRIBED WX AS FREEZING DRIZZLE AND 100 YARDS VISIBILITY WIHT THE ROADS GETTING SLICK.

Brief of Accident (Continued)

File No. - 2780

11/22/85

CHEYENNE WELLS, CO

A/C Reg. No. N2925U

Time (Lcl) - 1655 MST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER FORECAST - INACCURATE - ATC PERSONNEL(FSS)
3. WEATHER CONDITION - ICING CONDITIONS
4. PREFLIGHT BRIEFING SERVICE - NOT CORRECTED - PILOT IN COMMAND
5. WEATHER CONDITION - OBSCURATION
6. WEATHER FORECAST - INADEQUATE - PILOT IN COMMAND
7. WEATHER CONDITION - RAIN
8. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
9. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND
10. LIGHT CONDITION - CROSSWIND
11. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
12. IN FLIGHT WEATHER ADVISORIES - NOT OBTAINED - PILOT IN COMMAND
13. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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

Finding(s)

14. OBJECT - WIRE, TRANSMISSION

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

15. WING, SKIN - BUCKLED
16. HORIZONTAL STABILIZER SURFACE - BUCKLED
17. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION

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

Finding(s)

18. TERRAIN CONDITION - OPEN FIELD

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6,8,9,11,12,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2747 11/24/85 FRANKTOWN, CO

A/C Reg. No. N6122P

Time (Lcl) - 1300 MST

-----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 - APPROACH

Fire NONE
Crew Pass

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

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

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

ELT Installed/Activated - YES/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- 230/004 KTS
Visibility - 35.0 SM
Lowest Sky/Clouds - 25000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
AURORA, CO
Destination
FALCON, CO

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 44
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 13438
Make/Model- 37
Instrument- 4810
Multi-Eng - 6859
Last 24 Hrs - 6
Last 30 Days- UNK/NR
Last 90 Days- 193

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT, UPON INITIATING A PWR RECOVERY AFTER A SIMULATED FORCED LANDING, THE ACFT IN WHICH HE AND HIS PAX WERE IN, ENCOUNTERED TURBULENCE. THE PLT STATED THAT THE ACFT CONTACTED THE GROUND SHORTLY THEREAFTER. THE PLT SAID HE ALLOWED THE ACFT TO DESCEND TO 25 FT AGL BEFORE INITIATING THE PWR RECOVERY.

Brief of Accident (Continued)

File No. - 2747

11/24/85

FRANKTOWN, CO

A/C Reg. No. N6122P

Time (Lcl) - 1300 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. GO-AROUND - DELAYED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. WEATHER CONDITION - TURBULENCE

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

Finding(s)

5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2784

12/01/85

GREELEY, CO

A/C Reg. No. N49209

Time (Lcl) - 1500 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 058/006 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 1800 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

WELD CO. AIRPORT
Runway Ident - 09
Runway Lth/Wid - 6200/ 100
Runway Surface - ASPHALT
Runway Status - SNOW - COMPACTED

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

Pilot-In-Command

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

Age - 43

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	151	Last 24 Hrs -	1
Make/Model-	81	Last 30 Days-	UNK/NR	
Instrument-	0	Last 90 Days-	23	

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, DURING THE LANDING ROLL THE ACFT VEERED TO THE LEFT OF THE RWY AND STRUCK A SNOW BERM. THE PLT STATED THAT THE ACCIDENT COULD HAVE BEEN PREVENTED IF HE HAD HELD THE "NOSE WHEEL OFF THE GROUND" LONGER AND NOT RELAXED HIS ATTENTION.

Brief of Accident (Continued)

File No. - 2784

12/01/85

GREELEY, CO

A/C Reg. No. N49209

Time (Lc1) - 1500 MST

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

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
6. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - SNOWBANK

-----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. - 2729 12/18/85 DENVER, CO

A/C Reg. No. N7418N

Time (Lcl) - 0842 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE

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

Make/Model - CESSNA TU-206G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10 SERIES
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

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

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

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed - 180/005 KTS
Visibility - 60.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 8500 FT BROKEN
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GLENWOOD SPNGS., CO
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

DENVER
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

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

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

Age - 32
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - TU-206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 373
Last 24 Hrs - 1
Make/Model- UNK/NR
Last 30 Days- 17
Instrument- 19
Last 90 Days- 32
Multi-Eng - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE GND TAXIING TO A GENERAL AVIATION TERMINAL AFTER LDG, THE PILOT TAXIED BEHIND AND TURNED DOWNWIND INTO JET THRUST FROM A B737 ACFT AS IT WAS BEING TAXIED FROM A PASSENGER TERMINAL ENROUTE TO RWY FOR TAKEOFF. THE ACFT WAS BLOWN ONTO ITS NOSE AND RIGHT WING BY JET THRUST FROM THE B737 ACFT.

Brief of Accident (Continued)

File No. - 2729

12/18/85

DENVER, CO

A/C Reg. No. N7418N

Time (Lc1) - 0842 MST

Occurrence #1 PROPELLER BLAST OR JET EXHAUST/SUCTION
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. IMPROPER DECISION - PILOT IN COMMAND
 3. DISTANCE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE DOWN
Phase of Operation TAXI - FROM LANDING

----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. - 2664 11/20/85 CHESHIRE, CT A/C Reg. No. N5828J Time (Lcl) - 0700 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - BELL 206B
Landing Gear - SKID
Max Gross Wt - 2900
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 250 HP

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

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

Weather Data

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

Basic Weather - IMC

Wind Dir/Speed- 190/008 KTS

Visibility - 2.000 SM

Lowest Sky/Clouds - 300 FT SCATTERED

Lowest Ceiling - 800 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

NASHUA, NH

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 - 27

Biennial Flight Review

Current - YES

Months Since - 20

Aircraft Type - 206B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1270

Make/Model- UNK/NR

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER WAS FLYING AT OR NEAR THE BASE OF THE OVERCAST WHEN IT CONTACTED A TREE AND DESCENDED TO GROUND IMPACT. WITNESSES REPORTED HEARING THE ENG OPERATING DURING THE ACCIDENT SEQUENCE AND THE AREA WAS COVERED WITH HEAVY FOG. NO MECHANICAL MALFUNCTION WAS DISCOVERED DURING POST IMPACT EXAMINATION.

Brief of Accident (Continued)

File No. - 2664

11/20/85

CHESHIRE,CT

A/C Reg. No. N5828J

Time (Lcl) - 0700 EST

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

Finding(s)

1. TERRAIN CONDITION - TREE(S)
 2. VFR PROCEDURES - IMPROPER - PILOT IN COMMAND
 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2748 9/20/85 HAMPTON, GA A/C Reg. No. N6905A Time (Lc1) - 0340 EST

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

Type Operating Certificate-COMMUTER

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - PIPER PA 60-700P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6315
No. of Seats - 3

Eng Make/Model - LYCOMING TSI-540 SER.
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 350 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- 200/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
CHARLOTTE, NC
Destination
HAMPTON, GA

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

HENRY COUNTY BEAR CREEK
Runway Ident - 24
Runway Lth/Wid - 3375/ 40
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 21
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - PA-60

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1915
Make/Model- 540
Instrument- 212
Multi-Eng - 754
Last 24 Hrs - 5
Last 30 Days- 81
Last 90 Days- 258

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT FEATHERED THE #2 ENG DURING FLT WHEN THE OIL PRESSURE DROPPED TO ZERO. #1 ALTERNATOR FAILED TO PRODUCE POWER AND WHEN THE LANDING GEAR WAS LOWERED THE BATTERY WAS DEPLETED TO THE POINT THAT THE COCKPIT INSTRUMENT LIGHTS WENT OUT. THE ACFT WAS LANDED FAST AND OVERRAN THE DEPARTURE END OF THE RWY & COLLIDED WITH AN EMBANKMENT WHICH COLLAPSED THE NOSE GEAR & BUCKLED THE ACFT NOSE.

Brief of Accident (Continued)

File No. - 2748

9/20/85

HAMPTON,GA

A/C Reg. No. N6905A

Time (Lcl) - 0340 EST

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

Finding(s)

1. LUBRICATING SYSTEM - FAILURE,TOTAL
2. ENGINE INSTRUMENTS,OIL PRESSURE GAGE - PRESSURE TOO LOW
3. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. ELECTRICAL SYSTEM,ALTERNATOR - FAILURE,TOTAL
5. ELECTRICAL SYSTEM,BATTERY - DISABLED
6. INSTRUMENT LIGHTS - FAILURE,TOTAL

Occurrence #3 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

7. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
8. TERRAIN CONDITION - DIRT BANK
9. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2712 9/29/85 NORTH PADRE 967,GM A/C Reg. No. N305AL Time (Lcl) - 1730 CDT

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

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

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

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

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

<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- 120/025 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination NORTH PADRE 956,GM</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 style="text-align: center;">FULL STOP</p>	<p>Airport Proximity UNK/NR</p> <p>Airport Data</p> <p>NORTH PADRE 967</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - WATER</p> <p>Runway Status - WET</p> <p style="text-align: right;">WATER - CHOPPY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND,ME LAND</p> <p>HELICOPTER</p>	<p>Age - 37</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 4</p> <p>Aircraft Type - 206B</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2118</p> <p>Make/Model- 205</p> <p>Instrument- 570</p> <p>Multi-Eng - 17</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 187</p> <p>Rotorcraft - 1988</p>
--	--	---

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE HELICOTER WAS ATTEMPTING TO TAKE OFF WITH A ROPE STILL ATTACHED TO THE FORWARD FUSELAGE TIEDOWN. A WITNESS STATED THAT THE NOSE OF THE AIRCRAFT ROTATED DOWN AS THE TAIL LIFTED TO A NEAR VERTICAL ATTITUDE. THE PILOT INFLATED THE FLOATS BUT THE AIRCRAFT ROLLED INVERTED AFTER WATER IMPACT. HE ESCAPED AND SWAM TO A RAFT BUT HAD SUSTAINED BACK INJURY DURING THE IMPACT.

Brief of Accident (Continued)

File No. - 2712

9/29/85

NORTH PADRE 967,GM

A/C Reg. No. N305AL

Time (Lc1) - 1730 CDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation STANDING - PRE-FLIGHT

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 ROLL OVER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

2. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - DISABLED

Occurrence #3 DITCHING
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. - 2687

9/26/85

KULA, HI

A/C Reg. No. N4268V

Time (Lcl) - 1100 HST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage							
Name of Carrier	-PAPILLON HELICOPTERS, LTD	SUBSTANTIAL							
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	0	1	0	
Flight Conducted Under	-14 CFR 135	NONE	Pass	1	0	0	4	0	
Accident Occurred During	-MANEUVERING								

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

Make/Model	- AEROSPATIALE AS350D	Eng Make/Model	- LYCOMING LTS-101A2	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4300	Engine Type	- TURBOSHAFT		
No. of Seats	- 6	Rated Power	- 616 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	LAHAINA, HI
Completeness	- N/A	Destination
Basic Weather	- VMC	LOCAL
Wind Dir/Speed	- 170/007 KTS	ATC/Airspace
Visibility	- 20.0 SM	Type of Flight Plan
Lowest Sky/Clouds	- 3000 FT SCATTERED	- NONE
Lowest Ceiling	- 4500 FT BROKEN	Type of Clearance
Obstructions to Vision	- NONE	- NONE
Precipitation	- NONE	Type Apch/Lndg
Condition of Light	- DAYLIGHT	- FORCED LANDING

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

-----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 - 5490	Last 24 Hrs - 4
	Months Since - 8	Make/Model - 586	Last 30 Days - 91
HELICOPTER	Aircraft Type - AS-350D	Instrument - 0	Last 90 Days - 253
			Rotorcraft - 5474

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER COLLIDED WITH TERRAIN WHILE ON A SIGHTSEEING TOUR. THE PLT STATED THAT THE HELICOPTER LOST ALT AS HE ATTEMPTED TO CROSS POWER LINES. DIRECTIONAL CONTROL WAS LOST DURING THE ENSUING DOWN WIND EMERGENCY LANDING. THE HELICOPTER CONTACTED THE MOUNTAIN AND ROLLED ONTO ITS RIGHT SIDE. THE ACFT FLT MANUAL INDICATES THAT THE ACFT'S GROSS WEIGHT WHEN THE ACCIDENT OCCURRED, THE MAX HOVER IN GROUND EFFECT (HIGE) ALT CAPABILITY IS 7900 FT. THE ELEVATION AT THE ACCIDENT SITE WAS 9700 FT.

Brief of Accident (Continued)

File No. - 2687

9/26/85

KULA, HI

A/C Reg. No. N4268V

Time (Lc1) - 1100 HST

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. TERRAIN CONDITION - HIGH TERRAIN
 3. PROPER ALTITUDE - EXCEEDED - PILOT IN COMMAND
 4. PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND
 5. MANEUVER - ATTEMPTED - PILOT IN COMMAND
 6. STALL - INADVERTENT - PILOT IN COMMAND
 7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

----Probable Cause----

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

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. - 2672 11/04/85 HILO, HI A/C Reg. No. N9958J Time (Lcl) - 0539 HST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 0
0 0

None
1
0

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

Make/Model - CESSNA T188C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4400
No. of Seats - 1

Eng Make/Model - CONTINENTAL TS10-520T
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 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- 040/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point
VACAVILLE, CA
Destination
HILO, HI

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - PRECAUTIONARY LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 38
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 5750
Make/Model- 500
Instrument- 570
Multi-Eng - 1100
Last 24 Hrs - 10
Last 30 Days- UNK/NR
Last 90 Days- 190

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT BECAME AWARE OF THE ACFT'S UNANTICIPATED LOW FUEL STATE WHEN THE ENG FAILED WHILE OVER THE PACIFIC OCEAN, APRX 900 MILES FROM HIS DESTINATION. HE RESTARTED THE ENG BUT ESTIMATED THERE WAS NOT ENOUGH FUEL REMAINING TO REACH HIS ORIGINAL DESTINATION. HE SOLICITED ASSISTANCE FROM NAVY AND COAST GUARD ACFT TO HELP HIM LOCATE A SHIP NEAR WHICH HE MIGHT DITCH. A SHIP WAS LOCATED AND THE PLT DITCHED HIS ACFT APRX 700 MILES SHORT OF HIS DESTINATION. THE PLT SUSPECTED THERE WAS A LEAK IN THE HOPPER AS IT LOST APRX 150 GALLONS OF FUEL IN 1 HOUR.

Brief of Accident (Continued)

File No. - 2672

11/04/85

HILO, HI

A/C Reg. No. N9958J

Time (Lcl) - 0539 HST

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

Finding(s)

1. TERRAIN CONDITION - WATER, GLASSY
2. FLUID, FUEL - INADEQUATE
3. FUEL SYSTEM - LEAK

----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. - 2769 11/19/85 KUNIA, OAHU, HI A/C Reg. No. N58395 Time (Lcl) - 1020 HST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

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

Make/Model - HUGHES 369D
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 375 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- 320/010 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
HONOLULU, HI
Destination
KUNIA, HI

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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)

ATP, CFI
SE LAND, ME LAND
HELICOPTER

Age - 61

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 29030	Last 24 Hrs	- 2
Make/Model-	2076	Last 30 Days-	UNK/NR
Instrument-	2000	Last 90 Days-	45
Multi-Eng -	28854	Rotorcraft -	2254

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CRUISING THE PLT DETECTED A LOSS OF ENGINE POWER & ELECTED TO MAKE A PRECAUTIONARY LANDING. DURING LANDING FLARE ENGINE POWER WAS LOST & THE ACFT TOUCHED DOWN HARD & WITH EXCESSIVE GROUND SPEED. EXAM OF THE ACFT'S FUEL CONTROL VALVE GOVERNOR FAILED TO DISCLOSE ANY IRREGULARITIES. THE REASON FOR THE REPORTED LOSS OF POWER IS UNDETERMINED.

Brief of Accident (Continued)

File No. - 2769

11/19/85

KUNIA, OAHU, HI

A/C Reg. No. N58395

Time (Lc1) - 1020 HST

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

Finding(s)

1. UNDETERMINED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. FLARE - NOT ATTAINED - PILOT IN COMMAND
 3. TERRAIN CONDITION - CROP
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2602 12/11/85 HONOLULU, HI

A/C Reg. No. N6347G

Time (Lcl) - 1343 HST

-----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 150K
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 260/007 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 2800 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HONOLULU, HI
Destination
MOLOKAI, HI

ATC/Airspace

Type of Flight Plan - NONE
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 - WATER
Runway Status - WATER-CALM

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

Pilot-In-Command

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

Age - 58
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

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

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT 5 MINS AFTER TAKEOFF THE ENG REDUCED TO IDLE PWR, & ATTEMPTS TO RESTORE FULL PWR WERE UNSUCCESSFUL. THE PLT DID STATE THAT BRIEF PERIODS OF PWR OBTAINED BY USING THE HAND PRIMER. THE ACFT WAS UNABLE TO MAINTAIN ALT & WAS DITCHED ABOUT 25 YDS FROM SHORE. THE ACFT WAS RECOVERED, & LATER EXAMINED BY FAA INSPECTORS. THE #3 CYLINDER INTAKE MANIFOLD WAS FOUND ATTACHED TO THE CYLINDER WITH A CASTLATED NUT & COTTER PIN, HOWEVER, IT WAS FREE TO MOVE ABOUT 1/8TH OF AN INCH AWAY FROM THE CYLINDER WITH MINOR HAND PRESSURE. NO OTHER MALFUNCTIONS OR FAILURES WERE REPORTED BY THE FAA INSPECTORS.

Brief of Accident (Continued)

File No. - 2602

12/11/85

HONOLULU, HI

A/C Reg. No. N6347G

Time (Lc1) - 1343 HST

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

Finding(s)

1. ENGINE ASSEMBLY, OTHER - LOOSE
 2. MAINTENANCE - IMPROPER - FBO PERSONNEL
 3. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2730 6/27/85 KANKAKEE, IL A/C Reg. No. N32RR Time (Lc1) - 1930 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	1	0
Accident Occurred During	-LANDING		Pass 0	0	0	0

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

Make/Model	- RICHARD E. ROWLAND CASSUTT III	Eng Make/Model	- LYCOMING O-290G	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- UNK/NR		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	SAME AS ACC/INC		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	GREATER KANKAKEE	
Wind Dir/Speed	- UNK/NR		Runway Ident	- UNK/NR
Visibility	- 10.0 SM	ATC/Airspace	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	-	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- 3100 FT OVERCAST	Type of Clearance	Runway Status	- UNK/NR
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

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

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 2501	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - 24	Make/Model - 50	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 450	Last 90 Days - 25
		Multi-Eng - 200	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON LANDING THE HOMEBUILT TAILWHEEL ACFT, THE PILOT LOST DIRECTIONAL CONTROL, STRUCK A DITCH AND FLIPPED OVER ON THE ACFT'S BACK RESULTING IN SUBSTANTIAL DAMAGE TO THE ACFT.

Brief of Accident (Continued)

File No. - 2730

6/27/85

KANKAKEE,IL

A/C Reg. No. N32RR

Time (Lcl) - 1930 CDT

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

Finding(s)

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

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

Finding(s)

3. TERRAIN CONDITION - DITCH
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2637 8/21/85 ASHKUM,IL A/C Reg. No. N99666 Time (Lc1) - 0710 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
1

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

Make/Model - ERCOUPE 415-C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1400
No. of Seats - 2

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

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
RENSSELEAR,IN

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 60
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - UNK/NR
Flight Time (Hours)

Total - 13
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 5
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE LEFT WING OF THE ACFT CONTACTED CROPS DURING AN ATTEMPTED TAKEOFF. THE PLT REPORTED LIFTOFF WAS TOO SOON AND THE ACFT VEERED LEFT CONTACTED CROPS. THE PLT STATED THAT HE SHOULD HAVE STAYED ON RWY LONGER.

Brief of Accident (Continued)

File No. - 2637

8/21/85

ASHKUM,IL

A/C Reg. No. N99666

Time (Lc1) - 0710 CDT

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

Finding(s)

1. LIFT-OFF - PREMATURE - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - CROP
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2634 9/06/85 WASHINGTON,IL A/C Reg. No. N7767P Time (Lcl) - 1630 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

-----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-A1D5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/012 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

WASHINGTON,IL

Destination

WEST PLAINS,MO

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

SMITTY'S

Runway Ident - 27

Runway Lth/Wid - 1800/ 100

Runway Surface - GRASS/TURF

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 39

Biennial Flight Review

Current - YES

Months Since - 16

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 363

Make/Model- 120

Instrument- 7

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 44

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ATTEMPTED TO TAKEOFF ON THE 1800 FT LONG GRASS AIRSTRIP WITH 3 PASSENGERS ON BOARD. A 90 DEG, 12 KT X-WIND WAS PRESENT AND THE OAT WAS 91 DEG F. AFTER LIFTOFF, THE ACFT SETTLED BACK ON THE AIRSTRIP AND CONTINUED OFF THE END INTO A BEAN FLD WHERE THE LANDING GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2634

9/06/85

WASHINGTON, IL

A/C Reg. No. N7767P

Time (Lc1) - 1630 CDT

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. TERRAIN CONDITION - HIGH VEGETATION
5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
6. WEATHER CONDITION - HIGH DENSITY ALTITUDE
7. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 OVERRUN
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

8. TERRAIN CONDITION - ROUGH/UNEVEN
9. TERRAIN CONDITION - CROP
10. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, TOTAL
11. LANDING GEAR, MAIN GEAR ATTACHMENT - BUCKLED
12. WING, SPAR - BUCKLED

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

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

Factor(s) relating to this accident is/are finding(s) 3,4,6,8,9,10,11,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2775 10/24/85 CAHOKIA, IL

A/C Reg. No. N4965Q

Time (Lc1) - 1310 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

Fire

Crew

Pass

UNK/NR

-----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 - 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- 350/014 KTS

Visibility - 9.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - 5000 FT BROKEN

Obstructions to Vision- UNK/NR

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

BI-STATE PARKS

Runway Ident - 30

Runway Lth/Wid - 5500/ 100

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-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 50

Make/Model- 50

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS PRACTICING TOUCH AND GO LANDINGS IN PREPARATION FOR A SOLO CROSS COUNTRY. THE PILOT WAS COMPENSATING FOR A CROSSWIND WHEN HE LANDED THE AIRCRAFT ON ITS NOSE RESULTING IN SUBSTANTIAL DAMAGE TO THE AIRCRAFT.

Brief of Accident (Continued).

File No. - 2775

10/24/85

CAHOKIA, IL

A/C Reg. No. N4965Q

Time (Lc1) - 1310 CDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. FLARE - IMPROPER - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2711 11/29/85 ODELL, IL A/C Reg. No. N3807Z Time (Lcl) - 1213 CST

-----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	1	0	0	0
Accident Occurred During	-DESCENT	ON GROUND	Crew Pass	1	0	0

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

Make/Model	- BEECH BE 36	Eng Make/Model	- CONTINENTAL IO-520BB	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 285 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- 010/007 KTS</p> <p>Visibility - .250 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 200 FT OBSCURED</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - FREEZING DRIZZLE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SCHAUMBURG, IL</p> <p>Destination FORT SMITH, AR</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - UNK/NR</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, ME LAND</p>	<p>Age - 58</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 8</p> <p>Aircraft Type - CARDINA</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 4000</p> <p>Make/Model- 3</p> <p>Instrument- 800</p> <p>Multi-Eng - 50</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 33</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT DEPARTED ON AN IFR FLIGHT INTO KNOWN ICING CONDITIONS AFTER RECEIVING THREE COMPLETE WEATHER BRIEFINGS CLEARLY INDICATING THE ICING CONDITIONS WITH NUMEROUS PLT REPORTS OF ICING. APRX 40 MINUTES AFTER DEPARTURE THE PLT REPORTED HE HAD ABOUT AN INCH OF ICE ON THE LEADING EDGE OF THE WINGS. TEN MINUTES LATER WHILE BEING VECTORED TO KANKAKEE AIRPORT, COMMUNICATION WAS LOST. AN OVERFLYING AIRLINER HEARD HIM TRANSMIT "HE WAS OVER FARMLAND AND WAS PICKING A SPOT." THE WRECKAGE WAS SPOTTED BY A PASSING MOTORIST SHORTLY THEREAFTER.

Brief of Accident (Continued)

File No. - 2711

11/29/85

ODELL,IL

A/C Reg. No. N3807Z

Time (Lcl) - 1213 CST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
5. WEATHER EVALUATION - POOR - PILOT IN COMMAND
6. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
7. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
8. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
9. JUDGEMENT - POOR - PILOT IN COMMAND

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

Finding(s)

10. WEATHER CONDITION - ICING CONDITIONS
11. WEATHER CONDITION - LOW CEILING

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5,7,9,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2734 12/14/85 AURORA,IL A/C Reg. No. N4655P Time (Lcl) - 1345 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Serious
0
0

Minor
0
0

None
1
0

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 240/018 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
- AURORA,IL
Destination
STERLING,IL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

AURORA
Runway Ident - 27
Runway Lth/Wid - 5100/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 48
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

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

Total - 70
Make/Model- 70
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

DURING INITIAL CLIMBOUT THE STUDENT PLT SAW HIS IAS DROP 10 KTS. HE ABORTED THE TAKEOFF AND LAND HARD ON THE NOSE GEAR. GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2734

12/14/85

AURORA, IL

A/C Reg. No. N4655P

Time (Lcl) - 1345 CST

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

Finding(s)

1. FLIGHT/NAV INSTRUMENTS, AIRSPEED INDICATOR - FALSE INDICATION

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

Finding(s)

2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, ANXIETY/APPREHENSION - PILOT IN COMMAND
4. FLARE - NOT PERFORMED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2638 7/30/85 INDIANAPOLIS,IN A/C Reg. No. N48241 Time (Lcl) - 1010 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

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

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

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 180/008 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 10000 FT
Lowest Ceiling - 10000 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
INDIANAPOLIS,IN
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

MT. COMFORT
Runway Ident - 07
Runway Lth/Wid - 5500/ 100
Runway Surface - CONCRETE
Runway Status - DRY

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

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

Age - 22
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 536
Make/Model- 313
Instrument- UNK/NR
Multi-Eng - 7
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 230
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT PLT LOST DIRECTIONAL CONTROL ON ROLLOUT FOLLOWING A BOUNCED LANDING. THE CFI ATTEMPTED TO REGAIN CONTROL BUT WAS NOT ABLE TO BEFORE THE ACFT DEPARTED THE RWY AND NOSED OVER.

Brief of Accident (Continued)

File No. - 2638

7/30/85

INDIANAPOLIS, IN

A/C Reg. No. N48241

Time (Lc1) - 1010 EST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
 2. REMEDIAL ACTION - DELAYED - FLIGHT INSTRUCTOR(ON GROUND)
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2632 9/17/85 WEST LAFAYETTE, IN A/C Reg. No. N97855 Time (Lcl) - 1530 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 190/011 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - 12000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TRAVERSE CITY, MI
Destination
W. LAFAYETTE, IN

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

PRIVATE
Runway Ident - 18
Runway Lth/Wid - 2000/ 75
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 52
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 785 Last 24 Hrs - 3
Make/Model- 785 Last 30 Days- UNK/NR
Instrument- 45 Last 90 Days- 26

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THE ACFT BOUNCED TWICE ON TOUCHDOWN. THE FINAL TOUCHDOWN WAS HARD AND THE NOSE WHEEL SEPARATED. THE NOSE GEAR STRUT DUG INTO SOD RESULTING IN SUBSTANTIAL DAMAGE TO THE ACFT.

Brief of Accident (Continued)

File No. - 2632

9/17/85

WEST LAFAYETTE, IN

A/C Reg. No. N97855

Time (Lcl) - 1530 EST

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

Finding(s)

1. LEVEL OFF - MISJUDGED - PILOT IN COMMAND
-

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

Finding(s)

2. LANDING GEAR, NOSE GEAR - FAILURE, PARTIAL
 3. RECOVERY FROM BOUNCED LANDING - POOR - PILOT IN COMMAND
 4. TERRAIN CONDITION - SOFT
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2630 9/19/85 GREENWOOD, IN A/C Reg. No. N2359T Time (Lcl) - 1940 EST

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

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

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

Make/Model - NAVION 61G	Eng Make/Model - CONTINENTAL IO-470-H	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3150	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	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	ZELIENOPLE, PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GREENWOOD, IN	SKYWAY
Wind Dir/Speed- 180/008 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 500
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 - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1105
SE LA'D	Months Since - 13	Make/Model- 146
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 6
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT LANDED LONG ON THE 4000 FT ASPHALT RWY. HE STATED HE WAS APPLYING HEAVY BRAKING WHEN HIS FOOT SLIPPED CAUSING HIM TO STRIKE AND ADVANCE THE THROTTLE. THE ACFT ROLLED OFF THE END OF THE RWY INTO A CORN FIELD.

Brief of Accident (Continued)

File No. - 2630

9/19/85

GREENWOOD, IN

A/C Reg. No. N2359T

Time (Lc1) - 1940 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
2. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
3. THROTTLE/POWER CONTROL - INADVERTENT USE - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2731 10/24/85 DECATUR, IN A/C Reg. No. N5666S Time (Lcl) - 1310 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

	Fatal	Serious	Minor	None
Injuries	0	0	1	0
	0	0	1	0

-----Aircraft Information-----

Make/Model - BEECHCRAFT A23.19
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O.320E2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/014 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
FT. WAYNE, IN
Destination
DECATUR, IN

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

HIWAY
Runway Ident - 18
Runway Lth/Wid - 2600/ 200
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 33
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	5	Last 24 Hrs	1
Make/Model-	5	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	5

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT ON AN UNAUTHORIZED XCOUNTRY FLT WAS ATTEMPTING TO LD ON A 2600'-115' SOD STRIP. ON HIS FIFTH APPROACH THE 90 DEG XWIND DRIFTED HIM INTO A TREE LINE ON THE DOWNWIND SIDE OF THE STRIP.

Brief of Accident (Continued)

File No. - 2731

10/24/85

DECATUR, IN

A/C Reg. No. N5666S

Time (Lc1) - 1310 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, ANXIETY/APPREHENSION - PILOT IN COMMAND
 3. JUDGEMENT - POOR - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 5. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. DIRECTIONAL CONTROL - POOR - PILOT IN COMMAND
 7. PROPER TOUCHDOWN POINT - IMPROPER - PILOT IN COMMAND
 8. WEATHER CONDITION - CROSSWIND
-

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

9. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2691 5/22/85 JUNCTION CITY,KS A/C Reg. No. 71201 Time (Lcl) - 1345 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
	Fire		Serious	Minor	None
Type of Operation -MED EVAC		Crew 0	0	0	4
Flight Conducted Under -MED EVAC	NONE	Pass 0	0	0	3
Accident Occurred During -DESCENT		Other 1	0	0	0

-----Aircraft Information-----

Make/Model - BELL UH-1V	Eng Make/Model - LYCOMING T53-L133A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 9500	Engine Type - TURBOSHAFT	
No. of Seats - UNK/NR	Rated Power - 1400 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - MILITARY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	FT. RILEY,KS	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	TOPEKA,KS	Runway Ident - N/A
Wind Dir/Speed- 100/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - 20000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - 4560
	Months Since - N/A	Last 24 Hrs - 1
HELICOPTER	Aircraft Type - N/A	Make/Model- UNK/NR
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 60
		Rotorcraft - 4500

Instrument Rating(s) - HELICOPTER

-----Narrative-----

ARMY UH-1V AND N7053R, A PIPER PA-28, COLLIDED IN MID AIR AT 700 FEET AGL. BOTH ACFT WERE IN LVL FLT. UH-1V WAS OPERATING ON A MEDICAL EVACUATION FLT WITH A CREW OF FOUR, ONE PATIENT AND TWO ATTENDANTS. THE UH-1V EXECUTED A SUCCESSFUL AUTOROTATION WITH SUBSTANTIAL DAMAGE AND NO INJURIES. THE PIPER CRASHED OUT OF CONTROL AFTER ITS RIGHT WING WAS CUT OFF BY THE HELICOPTER'S ROTOR BLADES. THE ARMY PILOTS REPORTED THAT WHEN THE PIPER WAS FIRST SIGHTED IT WAS 45 DEGREES TO THE RIGHT OF THEIR AIRCRAFT'S NOSE. THE HELICOPTER PILOT BEGAN A DIVING LEFT TURN BUT IT WAS TOO LATE. THE CO-PILOT STATED THAT THE PIPER EXECUTED AN EXTREMELY STEEP RIGHT TURN JUST BEFORE IMPACT. THE PILOT OF THE PIPER RECEIVED FATAL INJURIES. BOTH AIRCRAFT HAD THE FORWARD HALF OF THE ROTATING BEACONS COVERED. THE UH-1V WITH TAPE AND THE PIPER WITH BLACK PAINT.

Brief of Accident (Continued)

File No. - 2691

5/22/85

JUNCTION CITY,KS

A/C Reg. No. 71201

Time (Lcl) - 1345 CDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - POOR - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, COMPLACENCY - PILOT IN COMMAND
3. VISUAL LOOKOUT - POOR - PILOT OF OTHER AIRCRAFT
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, - OTHER CREW MEMBER
5. VISUAL LOOKOUT - POOR - OTHER CREW MEMBER
6. MANEUVER - INITIATED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

7. AUTOROTATION - INTENTIONAL - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2691	5/22/85	JUNCTION CITY,KS	A/C Reg. No. N7053R	Time (Lcl) - 1345 CDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage		Injuries	
	DESTROYED		Fatal	Serious
Type of Operation - PERSONAL	Fire	Crew	1	0
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0
Accident Occurred During - DESCENT		Other	0	0
				Minor
				None
				0
				0
				7

-----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 - 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	HERINGTON,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MANHATTAN,KS	Runway Ident - N/A
Wind Dir/Speed- 100/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 127	Last 24 Hrs - 1
SE LAND	Months Since - 8	Make/Model- 118	Last 30 Days- 13
	Aircraft Type - PA-28	Instrument- 2	Last 90 Days- 39

Instrument Rating(s) - NONE

-----Narrative-----

ARMY UH-1V AND N7053R, A PIPER PA-28, COLLIDED IN MID AIR AT 700 FEET AGL. BOTH ACFT WERE IN LVL FLT. UH-1V WAS OPERATING ON A MEDICAL EVACUATION FLT WITH A CREW OF FOUR, ONE PATIENT AND TWO ATTENDANTS. THE UH-1V EXECUTED A SUCCESSFUL AUTOROTATION WITH SUBSTANTIAL DAMAGE AND NO INJURIES. THE PIPER CRASHED OUT OF CONTROL AFTER ITS RIGHT WING WAS CUT OFF BY THE HELICOPTER'S ROTOR BLADES. THE ARMY PILOTS REPORTED THAT WHEN THE PIPER WAS FIRST SIGHTED IT WAS 45 DEGREES TO THE RIGHT OF THEIR AIRCRAFT'S NOSE. THE HELICOPTER PILOT BEGAN A DIVING LEFT TURN BUT IT WAS TOO LATE. THE CO-PILOT STATED THAT THE PIPER EXECUTED AN EXTREMELY STEEP RIGHT TURN JUST BEFORE IMPACT. THE PILOT OF THE PIPER RECEIVED FATAL INJURIES. BOTH AIRCRAFT HAD THE FORWARD HALF OF THE ROTATING BEACONS COVERED. THE UH-1V WITH TAPE AND THE PIPER WITH BLACK PAINT.

Brief of Accident (Continued)

File No. - 2691

5/22/85

JUNCTION CITY, KS

A/C Reg. No. N7053R

Time (Lc1) - 1345 CDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - POOR - PILOT IN COMMAND
2. MANEUVER - INITIATED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. WING - SEPARATION

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 2621 11/11/85 PADUCAH, KY A/C Reg. No. N9473Y Time (Lcl) - 1515 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	0	1	0	0	0
Crew Pass	0	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

-----Aircraft Information-----

Make/Model - CESSNA T210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4000
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-R
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 010/005 KTS

Visibility - 1.250 SM

Lowest Sky/Clouds - 200 FT

Lowest Ceiling - 200 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ST.CLOUD, MN

Destination

PADUCAH, KY

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

PADUCAH

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 - 57

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - C-T210

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 990

Make/Model- 350

Instrument- 51

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER BEING CLEARED FOR DESCENT TO 4,000 FT AND TO THE LOCALIZER THE ACFT LOST TWO WAY COMMUNICATIONS. THE PLT STATED THAT HE LOST HIS HSI AND RADIO'S. HOWEVER, HE WAS ABLE TO FLY IN THE AREA AROUND THE VORTAC FOR ALMOST AN HOUR BEFORE HE DESCENDED THROUGH A OPENING IN THE CLOUDS AND REACHED CLEAR WEATHER UNDER THE OVERCAST. THE PLT COULD NOT LOCATE THE ARPT, FUEL EXHAUSTION OCCURRED AND THE ACFT COLLIDED WITH TREES DURING THE FORCED LANDING. ARTCC COULD HEAR THE PLT TRANSMITTING OCCASIONALLY BUT HE NEVER ACKNOWLEDGED ARTCC INSTRUCTIONS. THE PLT MADE NO ATTEMPT TO FLY TO HIS ALTERNATE. THE ACFT HAD A BACKUP ELECTRICAL VACUUM SYSTEM THAT WAS TESTED AFTER THE ACCIDENT AND FOUND TO BE OPERATIONAL.

Brief of Accident (Continued)

File No. - 2621

11/11/85

PADUCAH, KY

A/C Reg. No. N9473Y

Time (Lcl) - 1515 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. ENGINE ACCESSORIES, VACUUM PUMP - JAMMED
3. RADIO COMMUNICATIONS - NOT RECEIVED - PILOT IN COMMAND
4. ENGINE ACCESSORIES, VACUUM PUMP - SEPARATION
5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY

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) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2706	4/13/85	ATHENS, LA	A/C Reg. No. N3RU	Time (Lcl) - 1940 CST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation -NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 135	ON GROUND	Pass	1	0	0
Accident Occurred During -DESCENT			3	0	0
				None	0

-----Aircraft Information-----

Make/Model - CESSNA 320B	Eng Make/Model - CONTINENTAL TS10-470-C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIPROCATING-CARBURETOR	
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	EL DORADO, AR	
Completeness - FULL	Destination	Airport Data
Basic Weather - UNK/NR	HOUSTON, TX	Runway Ident - N/A
Wind Dir/Speed - UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision - UNK/NR		
Precipitation - UNK/NR		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - UNK/NR	
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	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) - AIRPLANE

-----Narrative-----

THE ACFT WAS ON AN INSTRUMENT FLT PLAN. THE PLT HAD RECEIVED A PRE TAKEOFF WEATHER BRIEFING. HE WAS BRIEFED ON THE AREA OF WEATHER THAT WAS AT THE ACFT'S TWELVE O'CLOCK POSITION FOUR MILES IN FRONT. THE AREA WAS THIRTY MILES SOUTHWEST AND TWENTY MILES WIDE. THE PILOT STATED HE HAD A SLIGHTLY HOT ENGINE RIDES OR ONE WAS A LITTLE ROUGH. THE AIRCRAFT WAS CLEARED TO SHREVEPORT, GIVEN VECTORS AND DESCENDED. ALL RADIO AND RADAR CONTACT WAS LOST AT ABOUT 4000 FEET. NO MALFUNCTIONS WERE NOTED ON EITHER ENGINE. NO KNOWN MALFUNCTION FOUND WITH ACFT. TAIL LIGHT BULB FILAMENT SHOWED NO DIRECT CURRENT BEING APPLIED AT IMPACT. POSSIBILITY OF INFLIGHT LOSS OF DC POWER CAUSING PILOT TO LOSE CONTROL OF AIRCRAFT DURING DARK NIGHT AND TURBULENT INSTRUMENT FLIGHT. AIRCRAFT ALLOWED TO IMPACT SURFACE IN NEAR PAST VERTICAL NOSE DOWN ATTITUDE. POSSIBLE INADVERTENT ACTIVATION OF CRASH BAR LOSS OF ALL ELECTRICAL. POSSIBLE PASSENGER MOTION SICKNESS

Brief of Accident (Continued)

File No. - 2706

4/13/85

ATHENS, LA

A/C Reg. No. N3RU

Time (Lc1) - 1940 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - NORMAL

Finding(s)

1. UNDETERMINED
 2. LIGHT CONDITION - DARK NIGHT
-

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. - 2767 6/27/85 NEW ORLEANS, LA A/C Reg. No. N888W Time (Lcl) - 1645 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	1	0	0
Pass	0	1	1	0

-----Aircraft Information-----

Make/Model - CESSNA 172E
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300D
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- 225/008 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - WATER
Runway Status - WATER-CALM

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
ATP,CFI
SE LAND,ME LAND

Age - 62

Biennial Flight Review

Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 26000	Last 24 Hrs	- 2
Make/Model-	250	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THE ENGINE QUIT WHILE HE WAS BEING VECTORED FOR AN APPROACH TO MSY AIRPORT, NEW ORLEANS. HE STATED ORALLY THAT HE DID NOT RUN OUT OF FUEL. A SUCCESSFUL TEST RUN WAS MADE WITH ADEQUATE POWER FOR FLIGHT AVAILABLE. THE CAUSE OF THE ENGINE POWER LOSS COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 2767

6/27/85

NEW ORLEANS, LA

A/C Reg. No. N888W

Time (Lcl) - 1645 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH

Finding(s)

1. ENGINE ASSEMBLY - FAILURE, TOTAL
 2. UNDETERMINED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2792 8/21/85 COUSHATTA,LA A/C Reg. No. N4026B Time (Lc1) - 1830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BELLANCA 17-30A	Eng Make/Model - CONTINENTAL IO 520-K1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3225	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DALLAS, TX	RED RIVER
Wind Dir/Speed- 150/003 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 100
Lowest Sky/Clouds - 3000 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 - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 202
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 75
		Instrument- 0
		Last 30 Days- 1
		Last 90 Days- 1
		Multi-Eng - 27

Instrument Rating(s) - NONE

-----Narrative-----

ACFT EXPERIENCED A COMPLETE ENGINE FAILURE SHORTLY AFTER TAKEOFF WHILE AT AN ALTITUDE OF APPROX 500' AGL. IT WAS SUBSTANTIALLY DAMAGED WHEN IT RAN THRU 2 FENCES DURING THE ENSUING FORCED LANDING. INVESTIGATION REVEALED THAT THE ENG FUEL PUMP EJECTOR NOZZLE HAD AN 80% BLOCKAGE FROM FOREIGN MATERIAL THAT APPEARED TO BE RUST. RESTRICTION WOULD CAUSE THE PUMP TO OVER-PRESSURIZE AND CAVITATE.

Brief of Accident (Continued)

File No. - 2792

8/21/85

COUSHATTA, LA

A/C Reg. No. N4026B

Time (Lc1) - 1830 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM,PUMP - CONTAMINATION
 2. FUEL SYSTEM,NOZZLE - BLOCKED(PARTIAL)
 3. FUEL SYSTEM,NOZZLE - FOREIGN OBJECT
-

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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2714 9/24/85 RUSTON, LA A/C Reg. No. N31919 Time (Lcl) - 1445 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0
Other	0	0	0	2

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-32RT-300
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 7

Eng Make/Model - LYCOMING IO-540 SER
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 - TELETYPE
Completeness - FULL
Basic Weather - VMC

Wind Dir/Speed- 070/011 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAFAYETTE, LA

Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - VFR

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

RUSTON MUNI

Runway Ident - 34

Runway Lth/Wid - 4000/ 90

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 - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 107 Last 24 Hrs - 3

Make/Model- 14 Last 30 Days- UNK/NR

Instrument- 7 Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THIS 110 HOUR PRIVATE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT WHILE LANDING IN A 90 DEGREE CROSS WIND AND VEERED INTO A PICKUP TRUCK SPRAYING HERBICIDE ON THE RUNWAY EDGE LIGHTS. TWO CITY EMPLOYEES SAW THE AIRCRAFT COMING TOWARDS THEM AND ESCAPED WITHOUT INJURY, BUT THE OUTBOARD LEFT WING OF THE AIRCRAFT AND THE CAB OF THE PICKUP TRUCK WERE DESTROYED.

Brief of Accident (Continued)

File No. - 2714

9/24/85

RUSTON, LA

A/C Reg. No. N31919

Time (Lc1) - 1445 CDT

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

2. COMPENSATION FOR WIND CONDITIONS - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

6. OBJECT - VEHICLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2799 10/17/85 CHARENTON, LA

A/C Reg. No. N5013H

Time (Lcl) - 0915 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
4

-----Aircraft Information-----

Make/Model - BELL HELICOPTER 222A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 7850
No. of Seats - 10

Eng Make/Model - LYCOMING LTS 101-650C2
Number Engines - 2
Engine Type - TURBOSHAFT
Rated Power - 620 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - COMPANY
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 110/010 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 1500 FT SCATTERED

Lowest Ceiling - 10000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LAFAYETTE, LA

Destination

MORGAN CITY, LA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - GRAVEL

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)

Type of Clearance - NONE

Type Apch/Lndg - PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

HELICOPTER

Age - 34

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - 222A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 6194

Make/Model- 1618

Instrument- 109

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 116

Rotorcraft - 6194

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE HELICOPTER HAD JUST COMPLETED A PHASE TWO CHECK, TWENTY MINUTES INTO THE FLIGHT THE OCCUPANTS HEARD A LOUD NOISE AND A SEVERE ONE-TO-ONE VIBRATION ENSUED. A SUCCESSFUL EMERGENCY LANDING WAS PERFORMED. EXAMINATION REVEALED THAT ONE SWASH PLATE DRIVE LINK HAD DISCONNECTED. THE MECHANIC STATED HE HAD FORGOTTEN TO TORQUE AND SAFETY A RETAINING NUT.

Brief of Accident (Continued)

File No. - 2799

10/17/85

CHARENTON, LA

A/C Reg. No. N5013H

Time (Lc1) - 0915 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL, ROTATING SCISSORS - DISCONNECTED
 2. MAINTENANCE, AAIP/PROGRESSIVE PROGRAM - INADEQUATE - COMPANY MAINTENANCE PSNL
 3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - COMPANY MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2782 4/06/85 NANTUCKET, MA A/C Reg. No. N68DD Time (Lcl) - 1815 EST

-----Basic Information-----

Type Operating Certificate	COMMUTER	Aircraft Damage						
Name of Carrier	-NANTUCKET AIRCRAFT MAIN., I	DESTROYED		Fatal	Serious	Minor	None	
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	1	0	
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0	3	4	0	
Accident Occurred During	-APPROACH							

-----Aircraft Information-----

Make/Model	- PIPER PA-31-310	Eng Make/Model	- LYCOMING TIO-540A2B	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 8	Rated Power	- 310 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method	- IN PERSON	HYANNIS, MA	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- IMC	SAME AS ACC/INC	NANTUCKET
Wind Dir/Speed	- 240/015 KTS	ATC/Airspace	Runway Ident
Visibility	- 1.000 SM	Type of Flight Plan	- 24
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- 6303/ 50
Lowest Ceiling	- 200 FT OBSCURED	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- FOG		Runway Status
Precipitation	- NONE		- WET
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI	Current - YES	Total	- 5800
SE LAND, ME LAND	Months Since - 6	Make/Model	- 370
	Aircraft Type - PA31310	Instrument	- 641
		Multi-Eng	- 3350
		Last 24 Hrs	- 6
		Last 30 Days	- UNK/NR
		Last 90 Days	- 155

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT COLLIDED WITH TREES DURING FINAL APPROACH TO RUNWAY 24. NO EVIDENCE OF PRE-IMPACT FAILURE OR MALFUNCTION OF THE ACFT WAS FOUND. REPORTED WX AT CRASH SITE INDEFINITE 100 FEET SKY OBSCURED. RVR 2400 FEET. ACFT SHOULD HAVE ENCOUNTERED A DECREASING HEADWIND AND PROBABLY MODERATE TURBULENCE ON THE FINAL DESCENT.

Brief of Accident (Continued)

File No. - 2782

4/06/85

NANTUCKET, MA

A/C Reg. No. N68DD

Time (Lc1) - 1815 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. MINIMUM DESCENT ALTITUDE - BELOW - PILOT IN COMMAND
2. IMPROPER DECISION, ANXIETY/APPREHENSION - PILOT IN COMMAND
3. DESCENT - NOT CORRECTED - PILOT IN COMMAND
4. MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

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. - 2622 9/17/85 WARE, MA A/C Reg. No. N738SA Time (Lcl) - 2130 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	2	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	PALMER, MA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
CFI	Current - YES	Total - 729
SE LAND, ME LAND	Months Since - 2	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 145
		Instrument- 110
		Multi-Eng - 76
		Last 30 Days- UNK/NR
		Last 90 Days- 191

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE STUDENT PLT AND CFI WERE PRACTICING FULL STOP NIGHT LANDINGS WHEN THE ACCIDENT OCCURRED. WHILE ON FINAL APCH FOR THE FOURTH LANDING, THE ACFT COLLIDED WITH TREES 1.7 NM SHORT OF THE RWY.

Brief of Accident (Continued)

File No. - 2622

9/17/85

WARE,MA

A/C Reg. No. N7385A

Time (Lcl) - 2130 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - DUAL STUDENT
2. PROPER GLIDEPATH - NOT MAINTAINED - DUAL STUDENT
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2609 10/27/85 NORWOOD,MA

A/C Reg. No. N2561P

Time (Lcl) - 1300 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor
0 1
0 1

None
0
0

-----Aircraft Information-----

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 HP

ELT Installed/Activated - YES/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- 240
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NORWOOD,MA
Destination
SARATOGA,NY

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

NORWOOD MUNI.
Runway Ident - 28
Runway Lth/Wid - 4001/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----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 - 149 Last 24 Hrs - 0
Make/Model- 149 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 38

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED A GUST OF WIND WAS ENCOUNTERED WHEN THE ACFT WAS 5 FT FROM TOUCHDOWN. THE GUST TURNED THE ACFT 90 DEGS FROM THE RWY HEADING. THE PLT APPLIED PWR TO AVOID TREES BUT WAS UNSUCCESSFUL AND A COLLISION WITH THE TREES OCCURRED. WINDS WERE REPORTEDLY FROM 240 DEGS GUSTING TO 30 KTS.

Brief of Accident (Continued)

File No. - 2609

10/27/85

NORWOOD, MA

A/C Reg. No. N2561P

Time (Lc1) - 1300 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GO-AROUND - INITIATED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

5. OBJECT - TREE(S)
 6. CLEARANCE - NOT ATTAINED - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2770 1/09/85 GLEN BURNIE, MD A/C Reg. No. N1863T Time (Lc1) - 1150 EST

-----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
ON GROUND

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
2
0

None
0
0

-----Aircraft Information-----

Make/Model - ROCKWELL INTERNATIONAL SABRELINE
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 18650
No. of Seats - 7
Eng Make/Model - PRATT/WHITNEY JT-12-8N
Number Engines - 2
Engine Type - TURBOJET
Rated Power - 3300 LBS THRUST

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 320/010 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
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - ILS-COMPLETE

Airport Proximity
ON AIRPORT

Airport Data

BALTIMORE WASHINGTON INTL
Runway Ident - 33L
Runway Lth/Wid - 9519/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
ME LAND, ME SEA

Age - 59
Biennial Flight Review
Current - NO
Months Since - 8
Aircraft Type - NA26540

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 10729
Make/Model- 2963
Instrument- 3040
Multi-Eng - 9504
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 51

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON SHORT FINAL THE ACFT WAS OBSVD TO NOSE DOWN INTO THE DISPLACED THRESHOLD OF RWY 33L. THE COPLT STATED THAT HE SENSED THAT HE WAS GETTING SLOW AND WENT TO ADD PWR WITH HIS LEFT HAND. HE WAS SITTING FOR THE FIRST TIME IN THE LEFT SEAT AND ALTHOUGH HE HAD OVER 2400 TOTAL FLT HRS, ALL BUT 2 HRS OF THAT WERE IN ACFT THAT HAD THE THROTTLE CONTROL ON THE LEFT. THE PIC ATTEMPTED TO PULL BACK ON THE YOKE BUT THE GEAR COLLAPSED ON TOUCHDOWN AND THE ACFT BOUNCED BACK UP INTO THE AIR BEFORE SETTLING BACK DOWN ON THE RWY.

Brief of Accident (Continued)

File No. - 2770

1/09/85

GLEN BURNIE, MD

A/C Reg. No. N1863T

Time (Lc1) - 1150 EST

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRSPEED - NOT MAINTAINED - COPILOT
2. REMEDIAL ACTION - IMPROPER - COPILOT
3. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - COPILOT
4. IMPROPER DECISION, HABIT INTERFERENCE - COPILOT

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2692 7/23/85 OAKLAND, MD A/C Reg. No. N70336 Time (Lcl) - 2005 EDT

-----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 J3C-65	Eng Make/Model	- CONTINENTAL A65-8	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1700	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 65 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NWS</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">OAKLAND, MD</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 200
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) - NONE

-----Narrative-----

THE ACFT HAD BEEN OBSERVED ON THE DAY OF THIS FLT AND ON THE "PAST COUPLE OF DAYS" TO BE FLYING LOW AND VERY SLOW AT TREE TOP LEVEL. GROUND WITNESSES HEARD THE SOUNDS OF THE CRASH BUT COULD NOT SEE THE ACFT AT THE TIME. THE ACFT IMPACTED THE GROUND IN A NEAR VERTICAL ATTITUDE. THE ENG WAS OPERATING UNDER LOW PWR WITH THE MAGNETO SWITCH SELECTED TO THE RIGHT MAGNETO. BOTH MAGNETOS CONTAINED OIL AND TWO HIGH TENSION TERMINAL WERE BROKEN IN THE LEFT MAGNETO.

Brief of Accident (Continued)

File No. - 2692

7/23/85

OAKLAND, MD

A/C Reg. No. N70336

Time (Lcl) - 2005 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - IMPROPER - PILOT IN COMMAND
 2. IGNITION SYSTEM, MAGNETO - IMPROPER
 3. LOW PASS - PERFORMED - PILOT IN COMMAND
 4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
 5. IGNITION SYSTEM, MAGNETO - CONTAMINATION
 6. IGNITION SYSTEM, HIGH TENSION WIRING - DISCONNECTED
 7. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,7

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2610 10/27/85 BANGOR, ME A/C Reg. No. N69127 Time (Lcl) - 1625 EST

-----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 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/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	CONCORD, ME	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	OLD TOWN, ME	Runway Ident - N/A
Wind Dir/Speed- 280/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - VFR	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 9000 FT SCATTERED	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
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)
STUDENT	Current - N/A	Total - 33
	Months Since - N/A	Last 24 Hrs - 4
	Aircraft Type - N/A	Make/Model- 29
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT EXPERIENCED AND ENG PWR LOSS ON THE RETURN LEG OF A X-COUNTRY SOLO INSTRUCTIONAL FLT. CARB HEAT WAS APPLIED AND BANGOR APCH CONTROL WAS NOTIFIED OF THE ENG PROBLEM. THE PLTS ATTEMPTS TO RESTART THE ENG FAILED AND A LANDING WAS MADE IN A FLD WHERE THE ACFT CONTACTED A DITCH AND NOSED OVER. EXAMINATION OF THE ACFT SHOWED ONE GALLON PLUS ONE QUART OF FUEL REMAINING IN THE ACFT. UNUSEABLE FUEL FOR THE ACFT IS LISTED AS 1.5 GALLONS.

Brief of Accident (Continued)

File No. - 2610

10/27/85

BANGOR, ME

A/C Reg. No. N69127

Time (Lc1) - 1625 EST

Occurrence #1 LOSS OF POWER
Phase of Operation DESCENT - NORMAL

Finding(s)

1. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
 2. FLUID, FUEL - EXHAUSTION
 3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING

Finding(s)

4. TERRAIN CONDITION - DITCH
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2663 8/16/85 BAY CITY, MI A/C Reg. No. N7665K Time (Lcl) - 1330 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
1

-----Aircraft Information-----

Make/Model - PIPER PA-20
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 4

Eng Make/Model - LYCOMING O-290-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 135 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- 140/006 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BAY CITY, MI

Destination

SAGINAW, MI

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

JAMES CLEMENTS

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 42

Biennial Flight Review

Current - YES

Months Since - 20

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1334

Make/Model- 600

Instrument- 7

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DAMAGED DURING A HARD FORCED LANDING FOLLOWING A LOSS OF PWR SHORTLY AFTER TAKEOFF. THE PLT REPORTED THAT AT AN ALT OF APRX 250 FT AGL, THE ENG QUIT. POST ACCIDENT INSPECTION REVEALED THE FUEL SELECTOR WAS POSITIONED ON THE RIGHT TANK WHICH CONTAINED APRX 2 OUNCES OF FUEL. THE LEFT FUEL TANK WAS FOUND APRX 2/3 FULL.

Brief of Accident (Continued)

File No. - 2663

8/16/85

BAY CITY, MI

A/C Reg. No. N7665K

Time (Lc1) - 1330 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PREFLIGHT - NOT PERFORMED - PILOT IN COMMAND
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
3. FLUID, FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. FLARE - IMPROPER - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2636

8/29/85

CONSTANTINE,MI

A/C Reg. No. N8444K

Time (Lcl) - 1750 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire

NONE

Crew

Pass

-----Aircraft Information-----

Make/Model - SCHWEIZER G164A "450"

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 4500

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 - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 240/005 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CONSTANTINE,MI

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

HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,ATP

SE LAND,ME LAND

Age - 31

Biennial Flight Review

Current - YES

Months Since - 19

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 6850

Make/Model- 3400

Instrument- 193

Multi-Eng - 1025

Last 24 Hrs - 6

Last 30 Days- UNK/NR

Last 90 Days- 260

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER DURING A FORCED LANDING IN A CORN FLD. THE PLT STATED THAT AT 30 FT AGL DURING HIS SECOND SWATH RUN THE ENG BACKFIRED AND LOST PWR. HE ATTEMPTED TO DUMP THE LOAD HOWEVER, THE ACFT CONTINUED TO LOOSE ALT AND THE FORCED LANDING RESULTED. EXAMINATION DISCLOSED THE SUPERCHARGER FAILED.

Brief of Accident (Continued)

File No. - 2636

8/29/85

CONSTANTINE,MI

A/C Reg. No. N8444K

Time (Lc1) - 1750 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF'
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. EXHAUST SYSTEM,TURBOCHARGER - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2635 9/06/85 ANN ARBOR, MI A/C Reg. No. N54452 Time (Lcl) - 2200 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	3

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - 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/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - PATWAS
Method - TELEPHONE
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed - CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
JACKSON, MI
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

ANN ARBOR
Runway Ident - 24
Runway Lth/Wid - 3500/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 41

Biennial Flight Review

Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 180	Last 24 Hrs	- UNK/NR
Make/Model	- 39	Last 30 Days	- UNK/NR
Instrument	- 5	Last 90 Days	- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE RIGHT MAIN TIRE BLEW AND THE LEFT MAIN LANDING GEAR WAS DAMAGED DURING A HARD LANDING. APRX 1 FOOT OF THE LOWER HALF OF THE FIREWALL WAS WRINKLED.

Brief of Accident (Continued)

File No. - 2635

9/06/85

ANN ARBOR, MI

A/C Reg. No. N54452

Time (Lc1) - 2200 EDT

Occurrence

HARD LANDING

Phase of Operation

LANDING - ROLL

Finding(s)

1. LEVEL OFF - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2745 10/29/85 GREENVILLE,MI A/C Reg. No. N68741 Time (Lcl) - 1515 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 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	DETROIT,MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GREENVILLE,MI	Runway Ident - N/A
Wind Dir/Speed- 110/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 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 - 25000 FT BROKEN	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)
COMMERCIAL	Current - YES	Total - 18200
SE LAND,ME LAND,SE SEA	Months Since - 3	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 700
		Last 30 Days- UNK/NR
		Instrument- 625
		Last 90 Days- 60
		Multi-Eng - 1800

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT EXPERIENCED ENGINE FAILURE DUE TO FUEL STARVATION TEN MILES NORTH OF HIS DESTINATION. DURING THE FORCED LANDING THE PROP AND LEFT WING WERE SUBSTANTIALLY DAMAGED. THE PLT STATED THAT WHEN HE RAN OUT OF FUEL THE RIGHT FUEL GUAGE READ BETWEEN 1/4 AND 1/3 FULL. HE LATER TESTED THE GUAGES AND FOUND THAT THE RIGHT GUAGE SHOWED 1/4 MORE FUEL THAN THE LEFT GUAGE WHEN THE ACFT WAS SITTING IN A LEVEL POSITION ON THE GROUND.

Brief of Accident (Continued)

File No. - 2745

10/29/85

GREENVILLE, MI

A/C Reg. No. N68741

Time (Lcl) - 1515 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. FUEL SYSTEM - EXHAUSTION
 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 3. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2639 11/08/85 LANSING, MI A/C Reg. No. N24457 Time (Lcl) - 1600 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235
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- 280/007 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
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 - GO AROUND
SIMULATED FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 22
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 18	Last 24 Hrs	- UNK/NR
Make/Model-	18	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	18

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STRUCK WIRES DURING THE RECOVERY PHASE OF A SIMULATED FORCED LANDING APCH. THE PLT CONTINUED THE FLT FOR APRX 1 HR AFTER THE WIRE STRIKE AND LANDED WITHOUT INCIDENT. EXAMINATION OF THE ACFT REVEALED REPLACEMENT OF THE RIGHT WING WAS NEEDED.

Brief of Accident (Continued)

File No. - 2639

11/08/85

LANSING,MI

A/C Reg. No. N24457

Time (Lc1) - 1600 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. OBJECT - WIRE,STATIC
2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF FACILITY,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2716 11/12/85 DETROIT, MI A/C Reg. No. N6788Y Time (Lcl) - 0208 EST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-GATEWAY PACE AVIATION, IN	DESTROYED						
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	Fatal	1	Serious	0	Injuries
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	Minor	0	None
Accident Occurred During	-DESCENT							

-----Aircraft Information-----

Make/Model	- CESSNA 402C	Eng Make/Model	- CONTINENTAL TS10-520VB	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6850	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 325 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- FSS	ON AIRPORT	
Method	- TELEPHONE		
Completeness	- FULL	Airport Data	
Basic Weather	- IMC	WAYNE COUNTY	
Wind Dir/Speed	- 050/006 KTS	Runway Ident	- UNK/NR
Visibility	- .500 SM	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- UNK/NR	Runway Surface	- CONCRETE
Lowest Ceiling	- 100 FT OBSCURED	Runway Status	- WET
Obstructions to Vision	- FOG		
Precipitation	- DRIZZLE		
Condition of Light	- NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI	Current - YES	Total - 4900	Last 24 Hrs - 4
SE LAND, ME LAND	Months Since - 3	Make/Model - 350	Last 30 Days - UNK/NR
	Aircraft Type - PA-34	Instrument - 985	Last 90 Days - UNK/NR
		Multi-Eng - 2860	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A 100-FT CEILING WITH 3000 FT RVR EXISTED AT DETROIT. THE PLT ATTEMPTED AN ILS APCH WITH A 200 FT DH WHEN HE STRUCK TREES ONE MILE FROM THE RWY. HE FLEW THE ACFT TO THE AIRFIELD BUT CRASHED NEAR THE THRESHOLD. THE ONLY APCH PLATES FOUND ONBOARD WERE FOR DETROIT AND MIDWAY IN CHICAGO. MIDWAY WAS HIS FINAL DESTINATION AFTER DETROIT. HE DID NOT HAVE ENOUGH FUEL TO GET TO MIDWAY. THE REST OF HIS APCH PLATES WERE LATER FOUND IN HIS PERSONAL VEHICLE BACK IN PENNSYLVANIA.

Brief of Accident (Continued)

File No. - 2716

11/12/85

DETROIT, MI

A/C Reg. No. N6788Y

Time (Lc1) - 0208 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. OBJECT - TREE(S)
2. IFR PROCEDURE - IMPROPER USE OF - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, INFORMATION UNAVAILABLE - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. PREFLIGHT PLANNING/PREPARATION - INATTENTIVE - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, SELF-INDUCED PRESSURE - PILOT IN COMMAND
7. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
8. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
9. MINIMUM DESCENT ALTITUDE - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

10. FLT CONTROL SYST, AILERON CONTROL - LOSS, PARTIAL
11. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
12. FLIGHT CONTROL, AILERON SURFACE - LOSS, PARTIAL
13. WING, WINGTIP - LOSS, TOTAL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,7,8,9

Factor(s) relating to this accident is/are finding(s) 1,3,4,6,10,11,12,13

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2642 12/04/85 HIGHLAND, MI A/C Reg. No. N1982M Time (Lc1) - 1400 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	1	0
Accident Occurred During	-LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA T210M	Eng Make/Model	- CONTINENTAL TS10-520-R1A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 310 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/008 KTS</p> <p>Visibility - 12.0 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 LINDEN, MI</p> <p>Destination PONTIAC, MI</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 750
SE LAND	Months Since - 22	Make/Model- 500
	Aircraft Type - UNK/NR	Instrument- 300
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FIFTEEN MINUTES AFTER TAKEOFF AN ENG FAILURE OCCURRED. THE PLT FORCE LANDED THE ACFT IN A FLD BUT THE ROUGHNESS OF THE LANDING SURFACE RESULTED IN THE NOSE AND RIGHT MAIN GEAR COLLAPSED. EXAMINATION DISCLOSED THE EXHAUST VAVLE HAD FAILED IN THE #4 CYLINDER. THE VAVLE GUIDES WERE FOUND TO BE EXTREMELY WORN IN ALL THE CYLINDERS. ACCORDING TO THE ENG LOGBOOK ALL THE VALVE GUIDES WERE REPLACED DURING A TOP OVERHAUL THAT WAS ACCOMPLISHED 137 ENG OPERATING HRS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2642

12/04/85

HIGHLAND, MI

A/C Reg. No. N1982M

Time (Lc1) - 1400 EST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation DESCENT - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, OTHER - WORN
 2. MAINTENANCE, OVERHAUL - IMPROPER - OTHER MAINTENANCE PSNL
 3. ENGINE ASSEMBLY, VALVE - FAILURE, TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Updated AAB 87/02
p.32-33

Brief of Accident

File No. - 2768 12/10/85 ADRIAN,MI A/C Reg. No. N5800H Time (Lcl) - 0411 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

Fatal
1
1

Injuries
Serious Minor
0 0
0 0

None
0
0

-----Aircraft Information-----

Make/Model - AEROSPATIALE SA365N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4900
No. of Seats - 6

Eng Make/Model - TURBOMECA ARRIEL1C
Number Engines - 2
Engine Type - TURBOSHAFT
Rated Power - 660 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- CALM
Visibility - .250 SM
Lowest Sky/Clouds -
Lowest Ceiling - 200 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
TOLEDO,OH
Destination
ADDISON,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/Wld - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP,CFI

HELICOPTER

Age - 49
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - 365N

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total - 8500
Make/Model- UNK/NR
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- 50
Last 90 Days- 150
Rotorcraft - 8500

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PURPOSE OF THIS FLIGHT WAS TO PICK UP AN INJURED PATIENT AND RETURN HIM TO A MEDICAL CENTER. THE WEATHER WAS ADEQUATE FOR A VFR TAKEOFF. HOWEVER, ENROUTE WEATHER REPORTS INDICATED FOG AND PROBABLE LOW CEILINGS. ACCORDING TO THE SINGLE SURVIVOR OF THE ACCIDENT, THE PILOT FLEW INTO "THICK FOG" SHORTLY BEFORE REACHING THEIR DESTINATION FOR THE PATIENT PICKUP. AGAIN ACCORDING TO THE SURVIVOR, THE PILOT THEN TURNED TO THE LEFT. SHORTLY THEREAFTER, THE HELICOPTER STRUCK TREES AND CRASHED TO THE GROUND. AN EXAMINATION OF THE WRECKAGE AND TEARDOWNS OF BOTH ENGINES REVEALED NO PRE-CRASH MECHANICAL MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 2768

12/10/85

ADRIAN, MI

A/C Reg. No. N5800H

Time (Lc1) - 0411 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - FOG
2. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

5. OBJECT - TREE(S)
6. RUNWAY MAINTENANCE - REDUCED - 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) 4,6

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. - 2670 7/06/85 DONALDSON, MN A/C Reg. No. N7856S Time (Lcl) - 0830 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - BELL 47G-3B-1	Eng Make/Model - LYCOMING TVO-435-D1B	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	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- 180/002 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, COMMERCIAL	Current - YES	Total - 647
SE LAND	Months Since - 16	Make/Model- 80
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 173
		Rotorcraft - 368

Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE PLT APPLIED PWR TO LEVEL OFF WHILE ENTERING A SPRAY THE ENG DID NOT PRODUCE SUFFICIENT PWR TO STOP THE DESCENT. HE ATTEMPTED A RUN ON LANDING BUT THE UNEVEN TERRAIN CAUSED SUBSTANTIAL DAMAGE TO THE HELICOPTER. INSPECTION OF THE ENG REVEALED THE ACTUATING ROD FOR THE ACTUATOR TO THE WASTEGATE OF THE TURBOCHARGER WAS FROZEN TO THE HOUSING OF THE UNIT.

Brief of Accident (Continued)

File No. - 2670

7/06/85

DONALDSON, MN

A/C Reg. No. N7856S

Time (Lc1) - 0830 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. ENGINE ASSEMBLY, BLOWER/IMPELLER - FAILURE, PARTIAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING

Finding(s)
2. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2641 10/14/85 BLUE EARTH, MN A/C Reg. No. N9845M Time (Lcl) - 1515 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-INSTRUCTIONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	2
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- MAULE M-4C	Eng Make/Model	- CONTINENTAL O-300-A	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2100	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 145 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- 240/012 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 10000 FT</p> <p>Lowest Ceiling - 10000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">FAIRMONT, MN</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p style="padding-left: 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;">BLUE EARTH</p> <p>Runway Ident - 16</p> <p>Runway Lth/Wid - 3400/ 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 style="padding-left: 20px;">COMMERCIAL, ATP, CFI</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p>	<p>Age - 50</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 5</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p style="padding-left: 20px;">Flight Time (Hours)</p> <p style="padding-left: 40px;">Total - 9000</p> <p style="padding-left: 40px;">Make/Model- 1</p> <p style="padding-left: 40px;">Instrument- 1472</p> <p style="padding-left: 40px;">Multi-Eng - 6000</p> <p style="padding-left: 40px;">Last 24 Hrs - 1</p> <p style="padding-left: 40px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 40px;">Last 90 Days- 90</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT NOSED OVER AFTER DEPARTING THE RWY FOLLOWING A LOSS OF DIRECTIONAL CONTROL DURING LANDING. THE CFI STATED THAT AS THE TAILWHEEL TOUCHED THE RWY THE ACFT BEGAN VEERING TO THE RIGHT. HE APPLIED BRAKES AND FULL LEFT RUDDER CAUSING THE LEFT WHEEL RIM TO FAIL. THE ACFT THEN CONTINUED OFF THE RWY WHERE IT NOSED OVER. THE LANDING WAS BEING MADE ON RWY 16 WITH WINDS FROM 240 DEGS AT 12 KTS.

Brief of Accident (Continued)

File No. - 2641

10/14/85

BLUE EARTH,MN

A/C Reg. No. N9845M

Time (Lc1) - 1515 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
 5. LANDING GEAR - FAILURE,TOTAL
-

Occurrence #2 NOSE OVER
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) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2746 11/07/85 DORAN, MN A/C Reg. No. N5106C Time (Lcl) - 1900 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	3

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

-----Aircraft Information-----

Make/Model - CESSNA T210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520R
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
CRYSTAL, MN
Destination
WAHPETON, ND

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 - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 28
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	660	Last 24 Hrs	-	2
Make/Model-	265	Last 30 Days-	UNK/NR		
Instrument-	16	Last 90 Days-	39		

Instrument Rating(s) - NONE

-----Narrative-----

WHILE IN CRUISE FLT AT 3000 FT MSL AT NIGHT, THE ACFT STRUCK A BIRD WITH THE LEFT WING. THE PLT EXPERIENCED SOME CONTROL PROBLEMS BUT WAS ABLE TO RETAIN SUFFICIENT CONTROL TO AFFECT A SAFE LANDING. POST-FLT INSPECTION REVEALED SUBSTANTIAL DAMAGE TO THE LEFT WING AND FUEL CELL. THERE WERE FEATHERS AND BLOOD IN THE VICINITY OF THE IMPACT AREA.

Brief of Accident (Continued)

File No. - 2746

11/07/85

DORAN,MN

A/C Reg. No. N5106C

Time (Lcl) - 1900 CST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WING,SKIN - BENT
 2. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
 3. FLT CONTROL SYST,AILERON CONTROL - BINDING(MECHANICAL)
 4. LIGHT CONDITION - NIGHT
 5. OBJECT - BIRD(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. - 2708 12/05/85 CROOKSTON, MN A/C Reg. No. N3386T Time (Lcl) - 1730 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

-----Aircraft Information-----

Make/Model - CESSNA 177
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2350
No. of Seats - 4

Eng Make/Model - LYCOMING O320E2D
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- 200/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CROOKSTON, MN
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

CROOKSTON
Runway Ident - 13
Runway Lth/Wid - 3500/ 75
Runway Surface - GRASS/TURF
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 69
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 2545	Last 24 Hrs - UNK/NR
Make/Model- 1700	Last 30 Days- UNK/NR
Instrument- 40	Last 90 Days- 20
Multi-Eng - 45	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE DOING A 270 DEGREE TURN ON BASE LEG FOR RUNWAY REALIGNMENT THE PILOT PERMITTED THE ACFT TO FLY INTO THE GROUND.

Brief of Accident (Continued)

File No. - 2708

12/05/85

CROOKSTON, MN

A/C Reg. No. N3386T

Time (Lcl) - 1730 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 2. PLANNED APPROACH - POOR - PILOT IN COMMAND
 3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2733 12/30/85 HIBBING, MN A/C Reg. No. N180HS Time (Lcl) - 1040 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	0	Injuries Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	None
Accident Occurred During -LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 180J	Eng Make/Model - CONTINENTAL O-470U	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	DULUTH, MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HIBBING, MN	CHILSOLM-HIBBING
Wind Dir/Speed- 200/010 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6500/ 150
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - SNOW - COMPACTED
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 458
SE LAND	Months Since - 5	Last 24 Hrs - 3
	Aircraft Type - 180	Make/Model- 105
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LANDING IN A DIRECT 90 DEG X-WIND, LOST DIRECTIONAL CONTROL, STRUCK A SNOWBANK AND NOSED OVER INVERTED.

Brief of Accident (Continued)

File No. - 2733

12/30/85

HIBBING, MN

A/C Reg. No. N180HS

Time (Lcl) - 1040 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND
 3. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2777 4/22/85 DUNDEE,MS A/C Reg. No. N8069C Time (Lcl) - 2118 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
NONE

Crew
Pass

	Fatal	Serious	Minor	None
Injuries	1	0	0	0
	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-32R-300
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-K1A5D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OVERCAST
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
JACKSON,MS.
Destination
GRANDVIEW,MO

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 36
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 525
Last 24 Hrs - 1
Make/Model- UNK/NR
Last 30 Days- UNK/NR
Instrument- 63
Last 90 Days- UNK/NR
Multi-Eng - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT OBTAINED THREE PREFLIGHT WX BRIEFINGS THEN FILED IFR USING AN ASSUMED NAME. ROUTINE COMMUNICATIONS UNTIL 2117 CST WHEN PILOT REPORTED IN A CELL AND SAID HE WANTED TO MAKE A 180 DEGREE TURN. CLEARED FOR RIGHT TURN. RADAR AND COMM CONTACT WITH AIRCRAFT LOST AS PLT INITIATED TURN. WITNESSES HEARD SEVERAL LOUD ENGINES SURGES FOLLOWED BY SOUND OF IMPACT DURING INTENSE THUNDERSTORM. ACFT BROKE UP IN FLIGHT SCATTERING WRECKAGE OVER 3/4 MILE PATH. NO EVIDENCE OF PREVIOUS MATERIAL DEFECT.

Brief of Accident (Continued)

File No. - 2777

4/22/85

DUNDEE,MS

A/C Reg. No. N8069C

Time (Lc1) - 2118 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. IN FLIGHT WEATHER AVOIDANCE ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

5. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
6. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE,SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
9. WING,SPAR - FAILURE,TOTAL
10. WING,SPAR - OVERLOAD
11. FLIGHT CONTROL,STABILATOR - FAILURE,TOTAL
12. FLIGHT CONTROL,STABILATOR - OVERLOAD

-----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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2725 5/24/85 BILLINGS, MT A/C Reg. No. N333AA Time (Lcl) - 1452 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

	Fatal	Serious	Minor	None
Injuries	1	0	0	0
	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 414
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6350
No. of Seats - 7

Eng Make/Model - CONTINENTAL TS10-520 SER
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 220/008 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - 4500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BILLINGS, MT

Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

BILLINGS LOGAL INT'L
Runway Ident - 27
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 - 69

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - 414

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 19633

Make/Model- 1000

Instrument- 400

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 26

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS MAKING A SHORT (35 MINUTES) LOCAL FLT TO "CHECK N333AA OVER" BEFORE TURNING IT OVER TO ITS NEW OWNER. THE ACFT COLLIDED WITH THE GROUND IN A STEEP DESCENT, WINGS LEVEL, ATTITUDE DURING AN ENTRY INTO THE TRAFFIC PATTERN AT BILLINGS, MONTANA. VMC PREVAILED AT THE TIME. WITNESSES SAID THE ENGINES WERE OPERATING AND THERE WAS NO APPARENT ATTEMPT BY THE PLT TO AVOID THE CRASH.

Brief of Accident (Continued)

File No. - 2725

5/24/85

BILLINGS, MT

A/C Reg. No. N333AA

Time (Lcl) - 1452 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH

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. - 2628 8/15/85 BILLINGS,MT A/C Reg. No. N44N Time (Lc1) - 2320 MDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage									
Name of Carrier	-SKY FREIGHTER, INC.	SUBSTANTIAL		Fatal	0	Serious	0	Minor	0	None	1
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	NONE	Crew	0	0	0	0	0	0	
Flight Conducted Under	-14 CFR 135			Pass	0	0	0	0	0	0	
Accident Occurred During	-LANDING										

-----Aircraft Information-----

Make/Model	- BEECH E18S	Eng Make/Model	- P&W R-985-AN14B	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 450 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	HELENA,MT	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	BILLINGS,MT	Runway Ident - N/A
Wind Dir/Speed- 330/030 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Surface - DIRT
Lowest Sky/Clouds - 2800 FT THIN BKN	Type of Clearance - IFR	Runway Status - SOFT
Lowest Ceiling - 5000 FT	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI	Current - YES	Total - 18525	Last 24 Hrs - 3
SE LAND,ME LAND	Months Since - 3	Make/Model- 8352	Last 30 Days- UNK/NR
	Aircraft Type - BE-E18S	Instrument- 2830	Last 90 Days- 216
		Multi-Eng - 16225	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE ENCOUNTERED A "WIND DRAFT" AND THE ACFT WAS STRUCK BY LIGHTNING. THE RT ENG MOUNT FAILED AND THE RT ENG WAS DEFLECTED DOWNWARD. PLT WAS UNABLE TO MAINTAIN ALT AND EXECUTED A FORCED LANDING IN AN OPEN FIELD. POST CRASH EXAM OF THE WELDED CLUSTER ENG MOUNT REVEALED EVIDENCE OF AN OVERLOAD TYPE FAILURE.

Brief of Accident (Continued)

File No. - 2628

8/15/85

BILLINGS, MT

A/C Reg. No. N44N

Time (Lcl) - 2320 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
3. WEATHER CONDITION - LIGHTNING
4. WEATHER CONDITION - UNFAVORABLE WIND
5. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

6. ENGINE INSTALLATION, SUSPENSION MOUNTS - OVERLOAD
7. ENGINE INSTALLATION, SUSPENSION MOUNTS - FAILURE, PARTIAL
8. PROPER ALTITUDE - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

9. LIGHT CONDITION - DARK NIGHT
10. TERRAIN CONDITION - OPEN FIELD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

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. - 2754 8/15/85 SULA,MT A/C Reg. No. N3865U Time (Lcl) - 1115 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

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

-----Aircraft Information-----

Make/Model - BEECH 76
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3900
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1G6D
Number Engines - 2
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- 211/005 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 6500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MISSOULA,MT
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STOP AND GO

Airport Proximity
ON AIRPORT

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - 4400/ 50
Runway Surface - GRAVEL
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 39
Biennial Flight Review
Current - NO
Months Since - 1
Aircraft Type - 340

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4200 Last 24 Hrs - 3
Make/Model- 55 Last 30 Days- 55
Instrument- 1189 Last 90 Days- 120
Multi-Eng - 2800

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT STATED THAT HE OVERFLEW AIRSTRIP TO "MAKE SURE IT WAS CLEAR." DURING THE LANDING ROLL, HE SAW SHRUBBERY ON THE RWY AND ATTEMPTED EVASIVE ACTION. THE ACFT VEERED LEFT AND THE LEFT MAIN GEAR ROLLED INTO A DRAINAGE DITCH AND THE LEFT WING CONTACTED A FENCE POST.

Brief of Accident (Continued)

File No. - 2754

8/15/85

SULA,MT

A/C Reg. No. N3865U

Time (Lc1) - 1115 MDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIDDEN OBSTRUCTION(S)
2. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DITCH
4. CLEARANCE - NOT POSSIBLE - PILOT IN COMMAND
5. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2785 11/26/85 FARGO,ND A/C Reg. No. N537NB Time (Lcl) - 1225 CST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-NORTHLAND AIR CARGO	SUBSTANTIAL					
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Accident Occurred During	-TAXI			0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-31-310	Eng Make/Model	- LYCOMING TIO-540-A1A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 8	Rated Power	- 310 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	MINNEAPOLIS,MN			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	UNK/NR		HECTOR FIELD	
Wind Dir/Speed	- 263/015 KTS	ATC/Airspace		Runway Ident	- UNK/NR
Visibility	- 17.3 SM	Type of Flight Plan	- VFR/IFR	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Clearance	- SPECIAL VFR	Runway Surface	- SNOW
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE	Runway Status	- ICE COVERED
Obstructions to Vision	- NONE				SNOW - COMPACTED
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 5928	Last 24 Hrs - 0
SE LAND,ME LAND	Months Since - 2	Make/Model - 379	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 124	Last 90 Days - 0
		Multi-Eng - 395	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT DURING THE GROUND TAXI AFTER LANDING, THE RIGHT MAIN GEAR COLLAPSED. DURING THE INVESTIGATION, IT WAS DETERMINED THE DOWN LOCK MECHANISM WAS NOT ENGAGED. UPON EXAMINATION, IT WAS DETERMINED THAT THE MAIN GEAR LOCK ACTIVATOR ROD WAS CORRODED AND WORN.

Brief of Accident (Continued)

File No. - 2785

11/26/85

FARGO,ND

A/C Reg. No. N537NB

Time (Lc1) - 1225 CST

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. LANDING GEAR,GEAR LOCKING MECHANISM - NOT ENGAGED
2. LANDING GEAR,GEAR LOCKING MECHANISM - CORRODED
3. LANDING GEAR,GEAR LOCKING MECHANISM - INADEQUATE

-----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. - 2787 11/07/85 LINCOLN, NE A/C Reg. No. N44XP Time (Lcl) - 1644 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CAROTHERS MONOPLANE
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1065
No. of Seats - 1

Eng Make/Model - LYCOMING IO-360-CIC
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LINCOLN, NE
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data

PESTER SKYRANCH
Runway Ident - 14
Runway Lth/Wid - 1700/ 75
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND

Age - 58
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR
Multi-eng	- 0	Rotorcraft	- 0

Instrument Rating(s) - NONE

-----Narrative-----

NARRATIVE TO FOLLOW

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2620 11/10/85 COLTS NECK, NJ A/C Reg. No. N5249X Time (Lcl) - 1130 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Serious	Minor	None
Type of Operation -OTHER WORK USE	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	0	0	0	0
Accident Occurred During -DESCENT						

-----Aircraft Information-----

Make/Model - CHAMPION 7GCAA	Eng Make/Model - LYCOMING D-320-A2B	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	COLTS NECK
Wind Dir/Speed- 060/008 KTS		Runway Ident - N/A
Visibility - 20.0 SM	ATC/Airspace	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - N/A
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - NO	Total - 1546
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 15
	Aircraft Type - UNK/NR	Make/Model- 1546
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 15
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS BEING USED TO FLY AN ADVERTISING BANNER FOR THE JERSEY SHORE MARATHON. THE FLT TOOK OFF IN A WESTERLY DIRECTION, FOLLOWING THE TRAFFIC PATTERN, CLIMBING TO APRX 1500 FT. A PULLUP MANEUVER WAS MADE TO SIMULATE A BANNER PICKUP. THE PLT CHECKED FOR ARPT TRAFFIC, DESCENDED TO ABOUT 800 FT AND AT THE SAME TIME NOTICED THE WIND GUSTING, ALTHOUGH THE WINDSOCK INDICATED VERY LITTLE WIND. THE BANNER WAS PICKED UP AND AT ABOUT 150 FT, THE LEFT WING AND NOSE DROPPED. THE PLT COULD NOT CORRECT. THE ACFT DESCENDED RAPIDLY INTO TREES, SPUN AROUND AND CAME TO REST. THE PLT EVACUATED THE ACFT BEFORE FIRE ERUPTED.

Brief of Accident (Continued)

File No. - 2620

11/10/85

COLTS NECK, NJ

A/C Reg. No. N5249X

Time (Lcl) - 1130 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. DESCENT - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2611 11/17/85 ATLANTIC CITY,NJ A/C Reg. No. N3011P Time (Lcl) - 1600 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
	Fire	Crew	Serious	Minor	None
Type of Operation -PERSONAL	NONE	Pass	0	0	1
Flight Conducted Under -14 CFR 91			0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-34-200T	Eng Make/Model - CONTINENTAL TS10-360-E8	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4570	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point TETERBORD,NJ	Airport Data BADER FIELD
Method - N/A	Destination ATLANTIC CITY,NJ	Runway Ident - 29
Completeness - N/A	ATC/Airspace	Runway Lth/Wid - 2950/ 100
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Wind Dir/Speed-	Type of Clearance - NONE	Runway Status - DRY
Visibility - 20.0 SM	Type Apch/Lndg - 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 - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 4270
SE LAND,ME LAND	Months Since - 20	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 448
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 46
		Multi-Eng - 2692

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT EXPERIENCED A COLLAPSE OF THE NOSE GEAR DURING THE LANDING ROLL AFTER WHAT THE PLT SAID WAS A NORMAL LANDING.
THE RIGHT MAIN GEAR WAS FURTHER DAMAGED DURING REMOVAL OF THE ACFT FROM THE RWY.

Brief of Accident (Continued)

File No. - 2611

11/17/85

ATLANTIC CITY,NJ

A/C Reg. No. N3011P

Time (Lc1) - 1600 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. UNDETERMINED

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2613 12/28/85 MARLBORO,NJ A/C Reg. No. N5915J Time (Lc1) - 1130 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150K
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 - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - VMC
Wind Dir/Speed- 270/015 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MATAWAN,NJ
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

MARLBORO
Runway Ident - 27
Runway Lth/Wid - 2200/ 40
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	68	Last 24 Hrs - UNK/NR
Make/Model-	68	Last 30 Days- UNK/NR
Instrument-	0	Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT ENCOUNTERED WHAT THE PLT DESCRIBED AS A STRONG GUST OF WIND ON LANDING. THE PLT STATED HE EXPERIENCED A WIND SHIFT OF APRX 45 DEGS. THE ACFT TOUCHED DOWN FAST AND DURING SUBSEQUENT BOUNCING THE NOSE GEAR COLLAPSED. THE WINDS, ACCORDING TO THE PLT, WERE VARYING FROM 240 TO 290 DEGS AT 20 KTS WITH HIGHER GUSTS. THE PLT STATED HE SHOULD HAVE USED BETTER JUDGEMENT IN FLYING UNDER THE GIVEN CONDITIONS.

Brief of Accident (Continued)

File No. - 2613

12/28/85

MARLBORO,NJ

A/C Reg. No. N5915J

Time (Lcl) - 1130 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. FLARE - IMPROPER - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2755 5/08/85 MORA,NM A/C Reg. No. CGHJQ Time (Lcl) - 1535 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - TAYLORCRAFT UNKNOWN
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - UNK/NR

Eng Make/Model - UNKNOWN UNKNOWN
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 - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - UNK/NR

Itinerary

Last Departure Point
LAS VEGAS,NM
Destination
ANGLE FIRE,NM

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY
HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
UNK/NR

Age - UNK/NR
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR
Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACFT WAS REFUELED AT LAS VEGAS, NM. PLT STATED AFTER ACCIDENT THAT THE ENG GRADUALLY LOST POWER WHILE IN CRUISE FLT. PLT ATTEMPTED TO RETURN TO LAS VEGAS BUT COULD NOT MAINTAIN ALT. ACFT WAS DAMAGED DURING LANDING ON ROUGH TERRAIN. THERE ARE NO CURRENT ACFT RECORDS FOR CGHJQ. THERE IS NO RECORD OF A PLT LICENSE ISSUED TO THE PLT EITHER IN CANADA OR USA.

Brief of Accident (Continued)

File No. - 2755

5/08/85

MORA,NM

A/C Reg. No. CGHJQ

Time (Lc1) - 1535 MDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. ENGINE ASSEMBLY - FAILURE,PARTIAL
2. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2743 7/26/85 SANTA ROSA, NM A/C Reg. No. N130T Time (Lc1) - 0500 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
	Fire	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	NONE	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91		Pass 1	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - BEECH A36	Eng Make/Model - CONTINENTAL IO 520 SERIES ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED
No. of Seats - 6	Rated Power - 285 HP
	Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	HEREFORD, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	QUEMEDO, NM	
Wind Dir/Speed- 120/016 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - RAIN SHOWERS		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2031
SE LAND	Months Since - 14	Last 24 Hrs - 1
	Aircraft Type - A-36	Make/Model- UNK/NR
		Instrument- 0
		Last 30 Days- 14
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DEPARTED DALHART, TX ON A NIGHT X-COUNTRY TO QUEMEDO, NM. EN ROUTE HE STOPPED AND PICKED UP A FRIEND AT HEREFORD, TX. HE DID NOT FILE A FLT PLAN. HE WAS LOST OFF OF RADAR JUST WEST OF SANTA ROSA, NM, WHERE THE WRECKAGE WAS LATER FOUND. THE ACFT WAS DESTROYED AND THE PLT WITH HIS PAX FRIEND RECEIVED FATAL INJURIES.

Brief of Accident (Continued)

File No. - 2743

7/26/85

SANTA ROSA,NM

A/C Reg. No. N130T

Time (Lc1) - 0500 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. WEATHER CONDITION - THUNDERSTORM
 4. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
 5. WEATHER CONDITION - RAIN
 6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
 7. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)

8. AIRSPEED - UNCONTROLLED - PILOT IN COMMAND
 9. ALTITUDE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,8,9

Factor(s) relating to this accident is/are finding(s) 2,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2717 8/13/85 RUIDOSO, NM A/C Reg. No. N2905B Time (Lcl) - 1025 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
	Fire	Crew	0	Serious	Minor	None
Type of Operation - PERSONAL	NONE	Pass	0	0	0	1
Flight Conducted Under -14 CFR 91			0	0	0	5
Accident Occurred During -TAKEOFF						

-----Aircraft Information-----

Make/Model - PIPER PA-32-300	Eng Make/Model - LYCOMING IO-540-K1G5D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	PHOENIX, AZ	RUISOSO
Wind Dir/Speed- 360/008 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5500/ 75
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	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 - 40	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 - 1	Make/Model- 250
	Aircraft Type - PA-32	Instrument- 86
		Last 24 Hrs - 0
		Last 30 Days- 10
		Last 90 Days- 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT WAS 20 LBS OVER THE MAX GROSS WEIGHT. PLT SAID HE ABORTED THE FIRST TAKEOFF DUE TO A ROUGH RUNNING ENG. THE PLT PERFORMED A RUNUP AND ATTEMPTED A SECOND TAKEOFF WHICH WAS ABORTED AGAIN DUE TO ROUGH RUNNING ENG. THE ACFT RAN OFF END OF RWY AND STRUCK A DITCH. THE ENG WAS EXAMINED AFTER ACCIDENT AND WAS FOUND TO BE CAPABLE OF NORMAL OPERATION. THE DENSITY ALT WAS CALCULATED TO BE 9521 FT.

Brief of Accident (Continued)

File No. - 2717

8/13/85

RUIDOSO,NM

A/C Reg. No. N2905B

Time (Lc1) - 1025 MDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
 3. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND
 4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. TERRAIN CONDITION - DITCH
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2756 9/22/85 SANTA ROSA,NM A/C Reg. No. N758UA Time (Lc1) - 1215 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 172R	Eng Make/Model - CONTINENTAL IO-360-KB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 195 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SANTA FE,NM	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SANTA ROSA MUNI
Wind Dir/Speed- 270/021 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 50.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 4400/ 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		
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)
STUDENT	Current - N/A	Total - 39
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 23
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON HIS FIRST X-COUNTRY. HIS LAST SOLO FLT WAS APPROX TWO MONTHS PRIOR TO ACCIDENT. WITNESSES SAW ACFT ON A RT DOWNWIND FOR RWY 26. THE PLT WAS TOLD A LEFT TRAFFIC PATTERN WAS IN USE. THE ACFT WAS OBSERVED TO BE FLYING SLOW AT A LOW ALT, ON A WESTERLY HEADING ON THE NORTH SIDE OF RWY 26. THE ACFT THEN TURNED NORTH AND ENTERED A STEEP LEFT BANK. THE ACFT CRASHED ON THE NORTH SIDE OF THE RWY AND A POST CRASH FIRE ERUPTED.

Brief of Accident (Continued)

File No. - 2756

9/22/85

SANTA ROSA,NM

A/C Reg. No. N758UA

Time (Lc1) - 1215 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
2. JUDGEMENT - POOR - FLIGHT INSTRUCTOR(ON GROUND)
3. IMPROPER USE OF PROCEDURE,LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
4. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
6. WEATHER CONDITION - UNFAVORABLE WIND
7. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE,ANXIETY/APPREHENSION - PILOT IN COMMAND
9. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
10. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
11. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,9,10

Factor(s) relating to this accident is/are finding(s) 1,3,5,6,7,8,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2728 10/10/85 JAL,NM A/C Reg. No. N6959E Time (Lc1) - 2200 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire

Crew

1

0

0

0

NONE

Pass

1

0

0

0

-----Aircraft Information-----

Make/Model - CESSNA 175A

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2350

No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 180 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 2.000 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - OVERCAST

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - NIGHT(DARK)

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

LEA COUNTY/JAL

Runway Ident - 01

Runway Lth/Wid - 3600/ 80

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 61

Biennial Flight Review

Current - YES

Months Since - 24

Aircraft Type - 150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 229

Make/Model- 10

Instrument- 2

Multi-Eng - 2

Last 24 Hrs - UNK/NR

Last 30 Days- 4

Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

A WITNESS WATCHED THE ACFT TAKEOFF AND DISAPPEAR IN THE DARKNESS. THE PLT HAD INTENDED TO MAKE 3 TAKEOFFS AND LANDINGS TO REGAIN CURRENCY FOR NIGHT FLYING. THE ACFT NEVER RETURNED. THE WRECKAGE WAS FOUND 2 MILES NORTH OF THE ARPT THE FOLLOWING MORNING. WX WAS DESCRIBED AS BEING HAZY WITH A LOW OVERCAST, PATCHY GROUND FOG, AND REDUCED VISIBILITY.

Brief of Accident (Continued)

File No. - 2728

10/10/85

JAL,NM

A/C Reg. No. N6959E

Time (Lcl) - 2200 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - FOG
2. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
3. IMPROPER USE OF FACILITY,INADEQUATE RECURRENT TRAINING - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. LIGHT CONDITION - DARK NIGHT
6. IMPROPER USE OF FACILITY,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
7. IMPROPER USE OF FACILITY,LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT -
8. IMPROPER USE OF FACILITY,LACK OF RECENT INSTRUMENT TIME -
9. MAINTENANCE,COMPLIANCE WITH AD - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

10. IMPROPER USE OF FACILITY,SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

11. TERRAIN CONDITION - OPEN FIELD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,10

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2666 11/09/85 SANTA TERESA, NM A/C Reg. No. N4956M Time (Lcl) - 1030 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -BUSINESS	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					None
					1
					0

-----Aircraft Information-----

Make/Model - BEECH F33A	Eng Make/Model - CONTINENTAL IO-520-BA	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LAS CRUCES, NM	SANTA TERESA
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Ident - 10
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5400/ 100
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 456	Last 24 Hrs - 2
SE LAND	Months Since - UNK/NR	Make/Model- 456	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 69	Last 90 Days- 45

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THE CYLINDER HEAD TEMP BEGAN "FALLING BACK OUT OF GREEN" SHORTLY AFTER TAKEOFF. THE PLT REVERSED DIRECTION & LANDED AT THE ARPT, BUT FAILED TO EXTEND THE GEAR, SUBSTANTIALLY DAMAGING THE ACFT. THE INVESTIGATION OF THE ENG REVEALED THE EXHAUST VALVE ON THE NO. 3 CYLINDER STUCK OPEN.

Brief of Accident (Continued)

File No. - 2666

11/09/85

SANTA TERESA,NM

A/C Reg. No. N4956M

Time (Lc1) - 1030 MST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY,VALVE - MOVEMENT RESTRICTED

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
3. 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2749 11/15/85 ALBUQUERQUE,NM A/C Reg. No. N422NM Time (Lcl) - 1503 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0	0
Accident Occurred During -DESCENT			0	1	0	0

-----Aircraft Information-----

Make/Model - BEECH A45	Eng Make/Model - CONTINENTAL IO-520 SERIES	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	KIRKLAND AFB,NM	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	ALAMEDA
Wind Dir/Speed- 310/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 60.0 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 - TRAFFIC PATTERN	Runway Status - SOFT
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)
ATP,CFI	Current - YES	Total - 9547
SE LAND,ME LAND	Months Since - 14	Make/Model- 39
	Aircraft Type - HT 295	Instrument- 2258
		Multi-Eng - 8578
		Last 24 Hrs - 0
		Last 30 Days- 24
		Last 90 Days- 45

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE MANEUVERING TO ENTER TRAFFIC AT ALAMEDA ARPT, THE PLT EXPERIENCED SEVERE ACFT VIBRATIONS. HE ATTEMPTED BUT WAS NOT ABLE TO REACH THE ARPT DUE TO RAPID LOSS OF AIRSPEED AND ALTITUDE. THE ACFT CRASHED 1/2 MILE FROM THE LANDING RWY. THE ONE PAX AND A WITNESS INDICATED THAT THE ACFT STALLED 20-30 FT AGL. THE INVESTIGATION REVEALED A FRACTURED PROPELLER PITCH ACTUATING PIN WHICH WAS CAUSED BY A RECENT IMPROPER OVERHAUL. THE HOLE IN WHICH THE PIN WAS INSTALLED WAS IMPROPERLY DRILLED, ALLOWING THE PIN TO BOTTOM OUT BEFORE TORQUE COULD BE APPLIED TO THE SHAFT. EXAMINATION OF THE FRACTURED SURFACES BY METALLURGICAL LABORATORY ANALYSIS REVEALED A PROGRESSIVE TYPE OF FAILURE.

Brief of Accident (Continued)

File No. - 2749

11/15/85

ALBUQUERQUE,NM

A/C Reg. No. N422NM

Time (Lc1) - 1503 MST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES,PITCH CHANGE MECH - FAILURE,PARTIAL
2. MAINTENANCE,OVERHAUL - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. PROPELLER SYSTEM/ACCESSORIES - VIBRATION
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. 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) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2781 11/28/85 GALLUP, NM A/C Reg. No. N52599 Time (Lcl) - 1930 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	1	0	0	0
Accident Occurred During	-MANEUVERING						

-----Aircraft Information-----

Make/Model	- CESSNA C-182	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	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELEPHONE	LAS CRUCES, NM	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- IMC	GALLUP, NM	GALLUP
Wind Dir/Speed	- 230/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 5.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- N/A
Lowest Ceiling	- 1200 FT BROKEN	Type Apch/Lndg	- NONE
Obstructions to Vision	- BLOWING SNOW		Runway Surface
Precipitation	- SNOW		- ICE
Condition of Light	- NIGHT(DARK)		Runway Status
			- HIGH VEGETATION

-----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	- 272
SE LAND	Months Since - 3	Make/Model	- 60
	Aircraft Type - PA28180	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- UNK/NR
		Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DEPARTED LAS CRUCES, NM, ON A VFR FLT TO GALLUP, NM. APPROX 23 MILES FROM DESTINATION, IN MOUNTAINOUS TERRAIN, THE NON-INSTRUMENT RATED PLT ENCOUNTERED UNFORECAST SNOW STORM CONDITONS AT NIGHT. WHILE THE PLT WAS MANEUVERING TOWARD THE DESTINATION AT A LOW ALTITUDE IN CONDITIONS OF LOW CEILING, LOW VISIBILITY AND DARKNESS, THE ACFT IMPACTED TREES AND CRASHED.

Brief of Accident (Continued)

File No. - 2781

11/28/85

GALLUP, NM

A/C Reg. No. N52599

Time (Lcl) - 1930 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER FORECAST - INACCURATE - NWS PERSONNEL
 2. WEATHER CONDITION - LOW CEILING
 3. WEATHER CONDITION - SNOW
 4. LIGHT CONDITION - DARK NIGHT
 5. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 7. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,7

Factor(s) relating to this accident is/are finding(s) 2,3,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2772 12/22/85 ANTHONY, NM

A/C Reg. No. N7451T

Time (Lc1) - 1430 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew	0	0	0	0
Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - CESSNA 172A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2075
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300D
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- 200/004 KTS
Visibility - 70.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
EL PASO, TX
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRAVEL
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 40

Biennial Flight Review

Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 97	Last 24 Hrs	- UNK/NR
Make/Model	- 72	Last 30 Days	- UNK/NR
Instrument	- 2	Last 90 Days	- 41

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS PRACTICING EMER LDGS ON A DIRT ROAD. DURING THE LAST LDG WHICH RESULTED IN AN ACCIDENT, HE ALLOWED HIS ATTENTION TO BE DIVERTED MOMENTARILY TO INSIDE THE COCKPIT AND HE LOST CONTROL OF THE ACFT. THE ACFT VEERED OFF THE ROAD AND SUSTAINED SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 2772

12/22/85

ANTHONY, NM

A/C Reg. No. N7451T

Time (Lc1) - 1430 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DIRT BANK
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2671 9/14/85 RENO,NV

A/C Reg. No. N10607

Time (Lcl) - 1529 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 -AIR RACING
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - NORTH AMERICAN P-51D
Landing Gear - TAILWHEEL-ALL RETRACTABLE
Max Gross Wt - 8157
No. of Seats - 1

Eng Make/Model - ROLLS-ROYCE V1650
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 210/025 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

RENO-STEAD
Runway Ident - 26
Runway Lth/Wid - 7600/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 40
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 6200 Last 24 Hrs - 2
Make/Model- 600 Last 30 Days- UNK/NR
Instrument- UNK/NR Last 90 Days- UNK/NR
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD COMPLETED A HEAT RACE AS A PARTICIPANT IN THE RENO NATIONAL CHAMPIONSHIP AIR RACES AND WAS LANDING IN A GUSTY X-WIND WHEN THE ACFT'S LEFT WING WAS LIFTED BY THE WIND AND THE ACFT CARTWHEELED, RESULTING IN SUBSTANTIAL DAMAGE TO THE WINGS AND TO THE FUSELAGE.

Brief of Accident (Continued)

File No. - 2671

9/14/85

RENO,NV

A/C Reg. No. N10607

Time (Lcl) - 1529 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2682 9/29/85 GALWAY, NY A/C Reg. No. N6120M Time (Lc1) - 0835 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	1	0
Accident Occurred During -LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 115 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	SARATOGA SPRING, NY	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 69
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 69
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PLT WAS PRACTICING MANEUVERS AT 3000 FT WHEN ACFT ENG FAILED. THE PLT MADE A FORCED LANDING IN A FIELD. THE TALL GRASS IN FIELD CAUSED THE LANDING GEAR TO FAIL AND SUBSTANTIALLY DAMAGED THE ACFT DURING THE LANDING ROLL. NTSB METALLURGIST REPORT SHOWS THAT NO.1 CYLINDER CONNECTING ROD BROKE AND METAL FATIGUE WAS OBSERVED. THE ENG HAD 35 HRS OF OPERATING TIME SINCE A MAJOR OVERHAUL.

Brief of Accident (Continued)

File No. - 2682

9/29/85

GALWAY, NY

A/C Reg. No. N6120M

Time (Lc1) - 0835 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
2. ENGINE ASSEMBLY,CONNECTING ROD - FATIGUE
3. MAINTENANCE,MAJOR REPAIR - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION
5. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD
6. LANDING GEAR,MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

**National Transportation Safety Board
Washington, D.C. 20594**

Brief of Accident

File No. - 2608 11/22/85 WEST POINT, NY

A/C Reg. No. N54236

Time (Lcl) - 1945 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-23-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - LYCOMING O-540-C4B5
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 300/020 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
WATERBURY, CT
Destination
STATE COLLEGE, PA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND, ME LAND

Age - 37
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 3100
Make/Model- 900
Instrument- 433
Multi-Eng - UNK/NR
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 60
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS RETURNING TO UNIVERSITY PARK ARPT AFTER PASSENGERS WERE DROPPED OFF AT WATERBURY OXFORD ARPT. APRX 20 MINUTES INTO THE FLT, THE ACFT COLLIDED WITH TWO BIRDS. THE LEFT WING TIP WAS DAMAGED ALONG WITH A PORTION OF A SECTION OF THE LEFT WING 3 1/2 INBOARD. THE ACFT CONTINUED ONTO THE DESTINATION AND A LANDING WAS MADE WITHOUT INCIDENT.

Brief of Accident (Continued)

File No. - 2608

11/22/85

WEST POINT, NY

A/C Reg. No. N54236

Time (Lc1) - 1945 EST

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)

1. OBJECT - BIRD(S)
2. LIGHT CONDITION - DARK NIGHT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2619 11/24/85 PALMYRA, NY A/C Reg. No. N8324J Time (Lc1) - 1000 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	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA 150G	Eng Make/Model	- CONTINENTAL O-200-A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

<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- 300/015 KTS</p> <p>Visibility - 25.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">PALMYRA</p> <p>Runway Ident - 31</p> <p>Runway Lth/Wid - 2160/ 300</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)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 42</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - NO</p> <p style="padding-left: 20px;">Months Since - UNK/NR</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 78</td> <td>Last 24 Hrs</td> <td>- UNK/NR</td> </tr> <tr> <td>Make/Model-</td> <td>78</td> <td>Last 30 Days-</td> <td>UNK/NR</td> </tr> <tr> <td>Instrument-</td> <td>0</td> <td>Last 90 Days-</td> <td>20</td> </tr> </table>	Total	- 78	Last 24 Hrs	- UNK/NR	Make/Model-	78	Last 30 Days-	UNK/NR	Instrument-	0	Last 90 Days-	20
Total	- 78	Last 24 Hrs	- UNK/NR											
Make/Model-	78	Last 30 Days-	UNK/NR											
Instrument-	0	Last 90 Days-	20											

Instrument Rating(s) - NONE

-----Narrative-----

ON LANDING THE ACFT ENCOUNTERED WIND GUSTS FORCING THE LEFT WING UPWARD, AND HITTING THE RIGHT WING ON THE GROUND. THE ACFT THEN SPUN AROUND STRIKING THE PROP AND LEFT WING ON THE RWY.

Brief of Accident (Continued)

File No. - 2619

11/24/85

PALMYRA, NY

A/C, Reg. No. N8324J

Time (Lc1) - 1000 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. WEATHER CONDITION - CROSSWIND
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2669 8/08/85 N. PHILADELPHIA, OH A/C Reg. No. N4753D Time (Lc1) - 2045 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 6.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- UNK/NR
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
COLUMBUS, OH
Destination
DELLROY, OH

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data

HARRY CLEVER
Runway Ident - 12
Runway Lth/Wid - 1910/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 51

Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

	Flight Time (Hours)	
Total	- 1083	Last 24 Hrs - 1
Make/Model-	493	Last 30 Days- UNK/NR
Instrument-	UNK/NR	Last 90 Days- 26
Multi-Eng -	UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT LANDED AT THE WRONG ARPT AT DUSK, COLLIDING WITH A DITCH DURING ROLLOUT ON THE TURF RWY. THE DESTINATION ARPT WAS 10 MILES AWAY ON THE SAME COURSE WITH THE SOD RWY ALIGNMENT.

Brief of Accident (Continued)

File No. - 2669

8/08/85

N. PHILADELPHIA, OH

A/C Reg. No. N4753D

Time (Lc1) - 2045 EDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - DITCH
2. LANDED AT WRONG AIRPORT - PERFORMED - PILOT IN COMMAND
3. IMPROPER USE OF FACILITY, COMPLACENCY - PILOT IN COMMAND

---Probable Cause---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2786 8/16/85 ZANESVILLE, OH A/C Reg. No. N5279K Time (Lcl) - 1130 EDT

-----Basic Information-----

Type Operating Certificate	-NONE (GENERAL AVIATION)	Aircraft Damage						
		SUBSTANTIAL						
Type of Operation	-PERSONAL	Fire		Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 91	NONE		Pass	0	Serious	Minor	None
Accident Occurred During	-TAKEOFF				0	0	0	1
					0	0	0	1

-----Aircraft Information-----

Make/Model	- CESSNA C-172P	Eng Make/Model	- LYCOMING O-320-D25	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	- 160 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- FSS	ON AIRPORT	
Method	- UNK/NR		
Completeness	- UNK/NR		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 010/007 KTS	ZANESVILLE MUNI	
Visibility	- 10.0 SM	Runway Ident	- UNK/NR
Lowest Sky/Clouds	- CLEAR	Runway Lth/Wid	- UNK/NR
Lowest Ceiling	- 1000 FT OVERCAST	Runway Surface	- UNK/NR
Obstructions to Vision	- NONE	Runway Status	- UNK/NR
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 80	Last 24 Hrs - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT ABORTED TAKEOFF FROM TAXIWAY WHEN HE REALIZED THAT HE WAS NOT ON RWY. PLT STATED HE WAS CONFUSED BY TAXIWAY MARKING & HE BELIEVES TAXIWAY ARROWS ARE MISLEADING.

Brief of Accident (Continued)

File No. - 2786

8/16/85

ZANESVILLE, OH

A/C Reg. No. N5279K

Time (Lc1) - 1130 EDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. AIRPORT FACILITIES, TAXIWAY MARKING - INADEQUATE
 2. ABORTED TAKEOFF - ABOVE - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2633 9/11/85 IRWIN, OH A/C Reg. No. N48514 Time (Lcl) - 0845 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED	Fatal	Injuries			
Type of Operation - AERIAL APPLICATION	Fire	0	Serious	Minor	None	
Flight Conducted Under - 14 CFR 137	NONE	0	0	0	1	Crew
Accident Occurred During - LANDING		0	0	0	0	Pass

-----Aircraft Information-----

Make/Model - SCHWEIZER G-164A	Eng Make/Model - P&W R1340-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 600 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	IRWIN, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - 05
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
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, CFI	Current - YES	Total - 7800
SE LAND, ME LAND	Months Since - 21	Make/Model- 4200
	Aircraft Type - UNK/NR	Instrument- 50
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 160

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT AN ALT OF APRX 20 FT AGL AFTER TAKEOFF, THE #1 CYLINDER FAILED. A STRAIGHT AHEAD LANDING WAS MADE IN A CORN FIELD DURING WHICH THE ACFT WAS DESTROYED. THE ENG HAD UNDER GONE A MAJOR OVERHAUL 197 HRS PRIOR TO THIS ACCIDENT.

Brief of Accident (Continued)

File No. - 2633

9/11/85

IRWIN,OH

A/C Reg. No. N48514

Time (Lc1) - 0845 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - CRACKED
 2. ENGINE ASSEMBLY,CYLINDER - FAILURE,TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - CROP
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2688 10/11/85 WOOSTER, OH A/C Reg. No. N59EP Time (Lcl) - 0905 EDT

-----Basic Information-----

Type Operating Certificate	NONE (GENERAL AVIATION)	Aircraft Damage						
		SUBSTANTIAL						
Type of Operation	-EXECUTIVE/CORPORATE	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During	-LANDING			0	0	0	3	

-----Aircraft Information-----

Make/Model	- CESSNA 421C	Eng Make/Model	- CONTINENTAL GTSIO-520-N	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 7450	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 8	Rated Power	- 375 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	NAPLES, FL		WAYNE COUNTY	
Wind Dir/Speed	- 050/006 KTS			Runway Ident	- 09
Visibility	- 10.0 SM	ATC/Airspace		Runway Lth/Wid	- 4400/ 75
Lowest Sky/Clouds	- 500 FT SCATTERED	Type of Flight Plan	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 1500 FT OVERCAST	Type of Clearance	- IFR	Runway Status	- WET
Obstructions to Vision	- NONE	Type Apch/Lndg	- FORCED LANDING		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP, CFI	Current - YES	Total - 6136	Last 24 Hrs - 0
SE LAND, ME LAND	Months Since - 10	Make/Model - 508	Last 30 Days - UNK/NR
	Aircraft Type - C-421C	Instrument - 1465	Last 90 Days - 165
		Multi-Eng - 3267	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT THE RIGHT ENG MANIFOLD PRESSURE DECREASED TO 22 INCHES JUST AFTER LIFTOFF. HE ABORTED THE TAKEOFF AND PUT THE ACFT BACK ON THE RWY. THE ACFT RAN OFF THE END OF THE RWY, CROSSED A ROAD AND HIT A DITCH SHEARING THE LANDING GEAR. POST ACCIDENT INSPECTION AND FUNCTIONAL TESTING OF THE RIGHT ENG BY THE NTSB REVEALED NO DEFECTS AND THE ENG OPERATED NORMALLY ON THE TEST STAND.

Brief of Accident (Continued)

File No. - 2688

10/11/85

WOOSTER, OH

A/C Reg. No. N59EP

Time (Lc1) - 0905 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. ABORT ABOVE V1 - ATTEMPTED - PILOT IN COMMAND
3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
5. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2640 10/23/85 TORONTO,OH

A/C Reg. No. N6859P

Time (Lc1) - 1640 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation - INSTRUCTIONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-22-150

Eng Make/Model - LYCOMING O-320-A2B

ELT Installed/Activated - UNK/NR

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1950

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 150 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 150/007 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - 20000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

TORONTO,OH

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

Airport Proximity

ON AIRSTRIP

Airport Data

DYER

Runway Ident - 16

Runway Lth/Wid - 2230/ 230

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 30

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 29

Last 24 Hrs - 2

Make/Model- 29

Last 30 Days- UNK/NR

Instrument- 0

Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT TOUCHED DOWN HARD AND BOUNCED DURING THE STUDENT PLTS SECOND SOLO LANDING OF THE DAY. RECOVERY WAS MADE BY INITIATING A GO AROUND. THE ACFT TOUCHED DOWN HARD AND BOUNCED AGAIN ON THE THIRD LANDING. DIRECTIONAL CONTROL OF THE ACFT WAS LOST AND IT VEERED LEFT STRIKING TREES.

Brief of Accident (Continued)

File No. - 2640

10/23/85

TORONTO, OH

A/C Reg. No. N6859P

Time (Lcl) - 1640 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - TREE(S)

-----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. - 2732 11/17/85 COLDWATER, OH

A/C Reg. No. N9896G

Time (Lcl) - 1257 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
Pass	0	0	1	0

Type of Operation -AERIAL OBSERVATION

Flight Conducted Under -14 CFR 91

Fire
NONE

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - CESSNA 172L

Eng Make/Model - LYCOMING O-320-E2D

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2300

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 150 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 250/009 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CELINA, OH

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 - 56

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - 172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 443

Last 24 Hrs - UNK/NR

Make/Model- 443

Last 30 Days- UNK/NR

Instrument- 47

Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT FLYING AT A LOW ALTITUDE DURING A CIVIL AIR PATROL TRAINING MANEUVER STRUCK A 30-FT HIGH POWER LINE WITH THE NOSE GEAR. THE ACFT THEN NOSED OVER AND IMPACTED THE GROUND.

Brief of Accident (Continued)

File No. - 2732

11/17/85

COLDWATER, OH

A/C Reg. No. N9896G

Time (Lc1) - 1257 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2738

7/17/85

GUTHRIE,OK

A/C Reg. No. N20164

Time (Lcl) - 0700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	1	0

Type of Operation -AERIAL OBSERVATION

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Crew

Pass

-----Aircraft Information-----

Make/Model - CESSNA 177B

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 2500

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-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 - NWS

Method - IN PERSON

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SPEARMAN, TX

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 36

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 834

Make/Model- 367

Instrument- 11

Multi-Eng - 16

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 345

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE LOST ENG POWER SHORTLY AFTER TAKEOFF AND DURING INITIAL CLIMB. HE ELECTED TO GO INTO THE TREES DUE TO LACK OF ALTITUDE TO ALLOW A MORE SUITABLE LANDING AREA. AN ENG EXAMINATION DISCLOSED THAT THE NO. FOUR EXHAUST VALVE WAS STUCK OPEN DUE TO A CARBON BUILD UP ON THE ROUGH SURFACE INSIDE THE VALVE GUIDE.

Brief of Accident (Continued)

File No. - 2738

7/17/85

GUTHRIE,OK

A/C Reg. No. N20164

Time (Lcl) - 0700 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY, VALVE - JAMMED
 2. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2793

8/24/85

ADA,OK

A/C Reg. No. N8301X

Time (Lcl) - 1145 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -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 172B

Eng Make/Model - CONTINENTAL O-300D

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2200

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 145 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 360/005 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

TOUCH AND GO

Airport Proximity

ON AIRPORT

Airport Data

ADA MUNI

Runway Ident - 35

Runway Lth/Wid - 5000/ 50

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 24

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 20

Last 24 Hrs - 1

Make/Model- 20

Last 30 Days- UNK/NR

Instrument- 0

Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT, WHO HAD BEEN EXECUTING TOUCH AND GO LANDINGS, STATED THAT THE ACFT BOUNCED ON TOUCHDOWN AND BEGAN PORPOISING. THE STUDENT OVER-CORRECTED AND THE ACFT SUBSEQUENTLY IMPACTED THE RUNWAY IN A NOSE LOW ATTITUDE DAMAGING THE PROP, NOSE GEAR AND THE ENGINE FIREWALL.

Brief of Accident (Continued)

File No. - 2793

8/24/85

ADA,OK

A/C Reg. No. N8301X

Time (Lc1) - 1145 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2759 8/28/85 ADA,OK A/C Reg. No. N711XX Time (Lc1) - 1745 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries				
		DESTROYED			Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		Crew	2	0	0	0
Flight Conducted Under	-14 CFR 91	ON GROUND		Pass	0	0	0	0
Accident Occurred During	-DESCENT							

-----Aircraft Information-----

Make/Model	- NORTH AMERICAN BRITISH HARVARD	Eng Make/Model	- P & W R-1430-AN-1	ELT Installed/Activated	- YES/NO
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	- 650 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	OKLAHOMA CITY,OK	
Wind Dir/Speed	- 200/006 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 7000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current	- UNK/NR	Last 24 Hrs - UNK/NR
SE LAND,ME LAND	Months Since	- UNK/NR	Last 30 Days- UNK/NR
	Aircraft Type	- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng	- UNK/NR
		Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

TWO FULLY QUALIFIED SINGLE ENGINE PLTS WERE IN THE ACFT AT THE TIME OF THE ACCIDENT. THE ACFT WAS OBSERVED MAKING LOW PASSES NEAR THE AIRPORT AFTER TAKEOFF. ONE PLT'S MOTHER LIVED NEAR THE ACCIDENT SITE. THE ACFT WAS IN A STEEP BANKED RIGHT TURN WHEN THE RIGHT WING TIP IMPACTED THE SURFACE FOLLOWED BY THE AIRCRAFT IMPACTING THE SURFACE WITH THE WRECKAGE CONTINUING THRU WIRES, FENCE AND THE PIPE STORAGE RACKS. THE IMPACT DEMOLISHED THE AIRCRAFT AND FATALLY INJURED THE PLTS. IT COULD NOT BE DETERMINED WHICH OF THE PLTS WAS FLYING THE ACFT AT THE TIME OF IMPACT.

Brief of Accident (Continued)

File No. - 2759

8/28/85

ADA,OK

A/C Reg. No. N711XX

Time (Lc1) - 1745 CDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation MANEUVERING

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
2. LOW PASS - PERFORMED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT
4. CLEARANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation OTHER
5. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2694 5/22/85 NEW BALTIMORE, PA A/C Reg. No. N9901K Time (Lc1) - 0930 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -AERIAL APPLICATION	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 137	-NONE	0	1	0	0
Accident Occurred During -DESCENT		0	0	0	0

-----Aircraft Information-----

Make/Model - BELL 206B	Eng Make/Model - ALLISON C-20B	ELT Installed/Activated - UNK/NR
Landing Gear - SKID	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	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NEW BALTIMORE, PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 040/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 25000 FT THIN BKN	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 - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2741
SE LAND	Months Since - 8	Last 24 Hrs - 2
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 478
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 17
		Rotorcraft - 2742

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH A POWER LINE DURING AERIAL APPLICATION OPERATIONS. THERE WAS NO MALFUNCTION OF EQUIPMENT PRIOR TO THE ACCIDENT. THE HELICOPTER DESCENDED INTO TREES & WAS DAMAGED. THE PLT SAID THAT HE WAS LOOKING FOR A CUT OFF MARKER IN THE FORM OF A BALLOON WHEN HE LOOKED UP AND SAW THE WIRES. IT WAS TOO LATE TO AVOID THE COLLISION BUT HE TRIED TO DECELERATE PRIOR TO THE IMPACT. AFTER STRIKING THE WIRES THE ACFT DESCENDED AND LODGED IN TREES.

Brief of Accident (Continued)

File No. - 2694

5/22/85

NEW BALTIMORE, PA

A/C Reg. No. N9901K

Time (Lcl) - 0930 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. VISUAL LOOKOUT - INATTENTIVE - PILOT IN COMMAND
3. IMPROPER DECISION, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - INACCURATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

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) 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. - 2607 5/24/85 WHITPAIN, PA A/C Reg. No. N80902 Time (Lcl) - 0830 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 - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

-----Aircraft Information-----

Make/Model - GLOBE GC1B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1710
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-145
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/NO
Stall Warning System - 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 - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WINGS FIELD, PA
Destination
ATHENS, TN

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 39

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	400	Last 24 Hrs -	4
Make/Model-	400	Last 30 Days-	UNK/NR	
Instrument-	124	Last 90 Days-	15	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT OVERRAN THE END OF THE RWY AND CONTACTED ROUGH TERRAIN DURING TAKEOFF. THE PLT STATED THE ACFT LIFTED OFF APRX 1/2 THE WAY DOWN THE RWY BUT IT DID NOT HAVE ENOUGH AIRSPEED TO ACCELERATE AND CLIMB. THE PLT ATTEMPTED TO ABORT THE TAKEOFF HOWEVER, THE ACFT CONTINUED OFF THE END OF THE RWY.

Brief of Accident (Continued)

File No. - 2607

5/24/85

WHITPAIN, PA

A/C Reg. No. N80902

Time (Lcl) - 0830 EST

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LIFT-OFF - PREMATURE - PILOT IN COMMAND
2. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
3. CLIMB - NOT POSSIBLE - PILOT IN COMMAND
4. ABORT - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2681 8/10/85 ALTOONA, PA A/C Reg. No. N8615E Time (Lc1) - 1570 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	1	0
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 - HUGHES 269C
Landing Gear - SKID
Max Gross Wt - 1670
No. of Seats - 3

Eng Make/Model - LYCOMING HIO-360-D1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 190 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 240/005 KTS
Visibility - .700 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- UNK/NR
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PATTON, PA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND
HELICOPTER

Age - 39
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) - UNK/NR

-----Narrative-----

THE HELICOPTER WITH CFI/OWNER AND STUDENT WHO WAS FLYING FROM THE LEFT SIDE OVER HIGH TERRAIN AT ABOUT 70 MPH REPORTED A GRADUAL LOSS OF POWER. THE CFI TOOK CONTROL AND ATTEMPTED TO EFFECT AN AIRSTART. THIS WAS WITHOUT SUCCESS. THE PLT THEN ATTEMPTED TO ARREST THE DESCENT BUT ACFT IMPACTED THE GROUND WITH SUCH FORCE IT BROKE UP ON IMPACT. BOTH LEFT AND RIGHT SKIDS COLLAPSED, TAIL BOOM AND ROTOR WERE SEPARATED AT APRX THE 180 STATION, AND LOCATED APRX 25 FT FROM THE MAIN WRECKAGE. DUAL CONTROLS WERE INSTALLED, EXCEPT ON THE RIGHT SIDE THERE WERE NO TORQUE PEDALS ATTACHED TO THE TORQUE CONTROL STUBS. INSPECTION OF THE ACFT AND ENG DISCLOSED ONE MAGNETO WAS OFF ON IT'S TIMING AND THE MAGNETO HAD LOST APRX 43% OF IT'S MAGNETISM. BOTH MAGNETOS CONTAINED OIL AND CARBON BRUSH WEAR.

Brief of Accident (Continued)

File No. - 2681

8/10/85

ALTOONA, PA

A/C Reg. No. N8615E

Time (Lc1) - 1570 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. IGNITION SYSTEM, MAGNETO - WORN
 2. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
 3. IGNITION SYSTEM, MAGNETO - IMPROPER
 4. LEVEL OFF - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
 6. LEVEL OFF - NOT POSSIBLE - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2612 9/08/85 SHARPSVILLE, PA A/C Reg. No. N4354 Time (Lc1) - 1430 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- VOLKSPANE VP-1	Eng Make/Model	- VOLKSWAGEN VW1600	ELT Installed/Activated	- NO -N/A
Landing Gear	- UNK/NR	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 65 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling -</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>BUTLER, PA</p> <p>Destination</p> <p>YOUNGSTOWN, PA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - HIGH VEGETATION</p>
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-----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 - 323
SE LAND	Months Since - 18	Make/Model- 59
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT EXPERIENCED A LOSS OF ENG RPM DURING CRUISE FLT. HE APPLIED CARB HEAT AND LOWERED THE NOSE OF THE ACFT IN AN ATTEMPT TO REGAIN ENG RPM HOWEVER, THE ENG CONTINUED TO LOOSE SPEED. THE ENG WAS BELOW 2000 RPM AND DROPPING WHEN THE PLT ELECTED TO MAKE A FORCE LANDING IN A PICNIC AREA. EXAMINATION OF THE ACFT DISCLOSED MOISTURE INSIDE THE MAGNETO CASING.

Brief of Accident (Continued)

File No. - 2612

9/08/85

SHARPSVILLE, PA

A/C Reg. No. N4354

Time (Lc1) - 1430 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE

Finding(s)

1. IGNITION SYSTEM, MAGNETO - WATER

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

2. LANDING GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2618 11/02/85 BLOOMSBURG, PA A/C Reg. No. N24509 Time (Lcl) - 1015 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
0
0

Minor
0
0

None
1
0

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-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- 090/015 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
BLOOMSBURG, PA
Destination
LOCAL
ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT
Airport Data
STONE CASTLE
Runway Ident - UNK/NR
Runway Lth/Wid - 1700/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 28
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 128
Make/Model- 3
Instrument- 2
Multi-Eng - 2
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LANDED WITH A 15 KTS TAILWIND AND OVER A 30 FT OBSTACLE. THE ACFT TOUCHED DOWN 1/2 WAY DOWN THE 2000 FT LONG RWY. DUE TO EXCESSIVE SPEED THE ACFT WENT INTO THE OVERRUN AND BECAME AIRBORNE FOR A SHORT DISTANCE BEFORE TOUCHING DOWN IN A NOSE LOW ALTITUDE RESULTING IN A NOSE GEAR COLLAPSE AND NOSE OVER.

Brief of Accident (Continued)

File No. - 2618

11/02/85

BLOOMSBURG, PA

A/C Reg. No. N24509

Time (Lcl) - 1015 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2614 11/09/85 BUTLER, PA

A/C Reg. No. N6629B

Time (Lcl) - 1830 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 210M
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-L
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed-
Visibility - UNK/NR
Lowest Sky/Clouds -
Lowest Ceiling -
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PITTSBOWN, NJ
Destination
BUTLER, PA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

BUTLER
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 - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND, ME LAND

Age - 23
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 779
Last 24 Hrs - 5
Make/Model- 36
Last 30 Days- UNK/NR
Instrument- 121
Last 90 Days- 180
Multi-Eng - 31

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD FLOWN TO NEW JERSEY, DROPPED OFF A PASSENGER AND WAS RETURNING TO BUTLER, PA, WHEN A PWR LOSS OCCURRED. THE ENG FAILED ON BASE TO FINAL TO RWY 26 WHEN THE POSITION OF THE MIXTURE WAS CHANGED TO THE RICH POSITION. THE PLT STALLED THE ACFT INTO TREES DURING THE FORCED LANDING. THE ACFT RECEIVED SUBSTANTIAL DAMAGE BUT THERE WAS NO FIRE. THE LEFT WING FUEL SUPPLIES WERE RUPTURED AT THE WING ROOT AND NO FUEL WAS FOUND IN THE LEFT WING TANK. THE RIGHT WING TANK WAS STILL ATTACHED TO THE AIRFRAME AND THE INTEGRAL FUEL TANK HAD ABOUT 5 GALLONS OF FUEL AND SHOWED NO SIGNS OF CONTAMINATION. FUEL RESERVOIR TANKS FEEDING THE FUEL SELECTOR VALVES HAD NO FUEL.

Brief of Accident (Continued)

File No. - 2614

11/09/85

BUTLER,PA

A/C Reg. No. N6629B

Time (Lc1) - 1830 EST

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)
1. FLUID,FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
2. OBJECT - TREE(S)
3. STALL - INTENTIONAL - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2615 11/10/85 WEST CHESTER, PA A/C Reg. No. N4313T Time (Lcl) - 2149 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL

Fire
UNK/NR

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
2
0

None
0
1

-----Aircraft Information-----

Make/Model - PIPER PA-32R-301T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-540
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 180/006 KTS
Visibility - 15.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
WILMINGTON, DE

Destination
WEST CHESTER, PA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - VOR/TVOR

TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

BRANDYWIND

Runway Ident - 27

Runway Lth/Wid - 2580/ 150

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

Age - 55

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1802

Make/Model- 559

Instrument- 370

Multi-Eng - 221

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 184

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A PRACTICE VOR APCH WAS MADE TO THE ARPT. AFTERWARDS A LANDING WAS ATTEMPTED ON RWY 27. A GO AROUND WAS MADE WHEN THE ACFT WAS TOO HIGH ON FINAL. A SECOND LANDING ATTEMPT WAS MADE. ACCORDING TO THE CFI, WHILE ON FINAL THE STUDENT WAS HEADED FOR A TOUCHDOWN POINT JUST BEYOND THE WHITE RWY LIGHTS. THE CFI SAW WHAT APPEARED TO BE A BALL AHEAD OF THE ACFT. A GO AROUND WAS ATTEMPTED JUST AS COLLISION WITH POWER LINES OCCURRED. THE ACFT TOUCHED DOWN SHORT OF THE RWY AND SLID TO A STOP LEFT OF THE RWY. RWY 27 IS 3012 FT LONG WITH A 65 FT DISPLACED THRESHOLD. THE POWER LINES ARE LOCATED ABOUT 150 FT FROM AND ABOUT 10 FT ABOVE RWY 27. THE STUDENT LANDED AT THE ARPT AT NIGHT TWO DAYS BEFORE THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2615

11/10/85

WEST CHESTER, PA

A/C Reg. No. N4313T

Time (Lc1) - 2149 EST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - NIGHT
 2. PROPER DESCENT RATE - NOT PERFORMED - DUAL STUDENT
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. OBJECT - WIRE, TRANSMISSION(MARKED)
 5. CLEARANCE - NOT MAINTAINED - DUAL STUDENT
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2617 11/19/85 MARS, PA A/C Reg. No. N291PR Time (Lcl) - 1415 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	0	0

-----Aircraft Information-----

Make/Model - GENSEN B8M
Landing Gear - SKID
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - MCCULLOUGH UNK
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 72 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/012 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling -
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

LAKEHILL
Runway Ident - N/A
Runway Lth/Wld - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
NONE

Age - 32
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT AFTER CLIMBING TO AN ALT OF APRX 200 FT AFTER TAKEOFF, THE AIRSPEED DROPPED FROM 50 TO 40 MPH. THE ACFT THEN LOST ALT AND MUSHED TO GROUND IMPACT. THE PLT DID NOT HOLD A MEDICAL OR STUDENT PLT CERTIFICATE.

Brief of Accident (Continued)

File No. - 2617

11/19/85

MARS, PA

A/C Reg. No. N291PR

Time (Lcl) - 1415 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2616 11/28/85 BLOOMSBURG, PA A/C Reg. No. N7506G Time (Lcl) - 1115 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
	Fire	Crew	0	Serious	Minor
Type of Operation -PERSONAL	NONE	Pass	0	0	1
Flight Conducted Under -14 CFR 91			0	0	0
Accident Occurred During -LANDING					3

-----Aircraft Information-----

Make/Model - CESSNA 172K	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	WILKES-BARRE, PA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - IMC	PITTSBURGH, PA	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 1.000 SM	Type of Flight Plan - IFR	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 300 FT SCATTERED	Type of Clearance - NONE	Runway Status - WET
Lowest Ceiling - 6000 FT	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 555
SE SEA	Months Since - 13	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 314
		Instrument- 208
		Last 30 Days- UNK/NR
		Last 90 Days- 26

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ON AN IFR FLT EN ROUTE TO ALLEGHENY COUNTY ARPT AT 6000 FT WHEN AN ELECTRICAL FAILURE OCCURRED. THE PLT EXECUTED A PRECAUTIONARY LANDING IN A MUDDY FLD. THE NOSE WHEEL CAUGHT IN MUD AND THE ACFT NOSED OVER. EXAMINATION OF THE ELECTRICAL SYSTEM REVEALED THAT THE ALTERNATOR SYSTEM FAILED DUE INTERNAL STRUCTURE WEAR WHICH SHORTED OUT THE ALTERNATOR.

Brief of Accident (Continued)

File No. - 2616

11/28/85

BLOOMSBURG, PA

A/C Reg. No. N7506G

Time (Lcl) - 1115 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM, ALTERNATOR - SHORTED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - UPHILL
 3. TERRAIN CONDITION - SOFT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2689 9/01/85 RION, SC A/C Reg. No. N934OW Time (Lc1) - 1740 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	3	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28-235-B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-B4B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELETYPE
Completeness - FULL
Basic Weather - UNK/NR

Itinerary

Last Departure Point
DARLINGTON, SC
Destination
MUSCLE SHOALS, AL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 130/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 30
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 125
Make/Model- 125
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 10
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT HAD BEEN CRUISING AT 10,500 FT FOR SEVERAL MIN AND THEN INFORMED ATC THAT THEY WERE CLIMBING TO 12,500 FT DUE TO VFR. SHORTLY THERE AFTER THE ACFT DISAPPEARED FROM THE RADAR SCOPE. WITNESSES HEARD THE ENGINE MAKING AN UNUSUAL SOUND AND LOOKED UP AND SAW THE ACFT FALLING FROM THE SKY AND PARTS FALLING FROM IT. ONE WITNESS CLAIMED TO HAVE SEEN THE ACFT COME OUT OF A CLOUD. A SQUALL LINE AND HEAVY RAIN WERE REPORTED IN THE AREA A SHORT TIME LATER BY PEOPLE IN THE LOCAL AREA.

Brief of Accident (Continued)

File No. - 2689

9/01/85

RION, SC

A/C Reg. No. N9340W

Time (Lc1) - 1740 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. IN FLIGHT WEATHER ADVISORIES - NOT USED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)

5. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. WING - OVERLOAD
8. FLIGHT CONTROL, STABILATOR - OVERLOAD
9. VERTICAL STABILIZER SURFACE - DISTORTED

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2698 2/03/85 SHEFFIELD, TX

A/C Reg. No. N5821X

Time (Lcl) - 1415 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - BEECHCRAFT C-35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2700
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-225-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 225 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
AUSTIN, TX
Destination
EL PASO, TX

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - UNK/NR
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 48
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1774
Make/Model- 1000
Instrument- 309
Last 24 Hrs - 6
Last 30 Days- UNK/NR
Last 90 Days- 52

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THE ENG FAILED COMPLETELY DURING CRUISE. THE CRANKSHAFT WAS FOUND SEPARATED DURING THE ENG TEARDOWN, WITH THE ROD AND BEARINGS ALSO SEPARATED. METALLURGICAL TESTING REVEALED FRACTURES TO BE FROM FATIGUE. ENG MAINTENANCE HAD BEEN IMPROPERLY ACCOMPLISHED DURING REPLACEMENT OF PISTONS AND ROD COMPONENTS. RODS HAD NOT BEEN PROPERLY ALIGNED, THUS ALLOWING BEARINGS AND CAPS TO RUB AND GROOVE THE CRANKSHAFT, CAUSING THE FAILURE POINT.

Brief of Accident (Continued)

File No. - 2698

2/03/85

SHEFFIELD, TX

A/C Reg. No. N5821X

Time (Lc1) - 1415 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY - FATIGUE
 2. ENGINE ASSEMBLY, CONNECTING ROD - BINDING(MECHANICAL)
 3. ENGINE ASSEMBLY, BEARING - BINDING(MECHANICAL)
 4. ENGINE ASSEMBLY, CRANKSHAFT - FATIGUE
 5. MAINTENANCE, REPLACEMENT - IMPROPER - OTHER MAINTENANCE PSNL
 6. MAINTENANCE, MAJOR REPAIR - IMPROPER - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2704 5/07/85 AVINGER, TX A/C Reg. No. N10130 Time (Lcl) - 1915 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	1	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	1	0	0	0
Accident Occurred During	-MANEUVERING						

-----Aircraft Information-----

Make/Model	- CESSNA 310H	Eng Make/Model	- CONTINENTAL IO470-D	ELT Installed/Activated	- YES/NO
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-----

<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- 230/004 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>HUGHES SPRINGS, TX</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - WATER</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, ME LAND</p>	<p>Age - 51</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 20</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1600</p> <p>Make/Model- 400</p> <p>Instrument- 0</p> <p>Multi-Eng - 400</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 3</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED HE WAS FLYING LOW OVER THE LAKE SURFACE. HE FELT A DECELERATION TO THE RIGHT AND THE NEXT THING HE WAS IN THE WATER. WITNESSES SAW THE AIRCRAFT OVER THE LAKE AT A LOW ALTITUDE AND SAW THE RIGHT WING IMPACT THE WATER AND CARTWHEEL TO THE RIGHT AND SINK. THE ENGINES SEPARATED FROM THE MOUNTS AT IMPACT AND WERE NOT RECOVERED.

Brief of Accident (Continued)

File No. - 2704

5/07/85

AVINGER, TX

A/C Reg. No. N1013Q

Time (Lc1) - 1915 CDT

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. TERRAIN CONDITION - WATER, GLASSY
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2753

5/24/85

HAMILTON, TX

A/C Reg. No. N853B

Time (Lcl) - 0935 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

1

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - MOONEY M20

Eng Make/Model - LYCOMING O-320

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2450

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 150 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 15.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

TEAGUE, TX

Destination

BROWNWOOD, TX

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HAMILTON MUNICIPAL

Runway Ident - 35

Runway Lth/Wid - 3545/ 50

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 57

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 45

Last 24 Hrs - 1

Make/Model- 45

Last 30 Days- UNK/NR

Instrument- 0

Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THE ACFT AND ENGINE ASSY HAD EXPERIENCED EXECSSIVE VIBRATIONS WHILE IN FLT FOLLOWED BY THE WINDSHIELD BEING COVERED WITH OIL IMMEDIATELY AFTER THE VIBRATION STARTED. THE PROPELLER ASSY HAD BECOME LOOSE FROM THE ENGINE MOUNT AND SEPARATED AT IMPACT. ONLY ONE BOLT REMAINED ATTACHED AT IMPACT. METALLURGICAL EXAM INDICATED A LACK OF TORQUE WHICH ALLOWED VIBRATORY AND OTHER HIGH CYCLE STRESS TO BE FELT BY THE BOLTS THEREBY INITIATING AND PROPAGATING FATIGUE CRACKS.

Brief of Accident (Continued)

File No. - 2753

5/24/85

HAMILTON, TX

A/C Reg. No. N853B

Time (Lcl) - 0935 CDT

Occurrence #1 LOSS OF POWER

Phase of Operation CRUISE - NORMAL

1. PROPELLER SYSTEM/ACCESSORIES - VIBRATION
2. LUBRICATING SYSTEM, OIL SEAL - UNDERTORQUED
3. FLUID, OIL - UNDERTORQUED
4. LUBRICATING SYSTEM, OIL GASKET - UNDERTORQUED

Updated AAB 87/02 p. 54

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 UNDERSHOOT

Phase of Operation DESCENT - EMERGENCY

Occurrence #4 HARD LANDING

Phase of Operation DESCENT - EMERGENCY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2752 6/13/85 DALLAS, TX A/C Reg. No. N9075Y Time (Lcl) - 1815 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Fatal	Injuries	
	DESTROYED		Serious	Minor
Type of Operation - INSTRUCTIONAL	Fire	0	0	0
Flight Conducted Under - 14 CFR 91	NONE	Crew 0	0	2
Accident Occurred During - LANDING		Pass 0	0	0

-----Aircraft Information-----

Make/Model - ROBINSON HELICOPTER CO. R-22	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - NO	-N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 160 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	DALLAS, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	DALLAS REDBIRD
Wind Dir/Speed- 135/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	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 - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 8165
SE LAND, ME LAND	Months Since - 7	Last 24 Hrs - 1
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 1200
		Instrument- 293
		Multi-Eng - 229
		Last 30 Days- UNK/NR
		Last 90 Days- 97
		Rotorcraft - 7076

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT PLT ALLOWED THE MAIN ROTOR BLADES TO DROP TO A SLOW SPEED WELL BELOW THE GREEN ARC. THE STUDENT PLT AND THE INSTRUCTOR PLT ATTEMPTED TO DO A POWER RECOVERY FROM THE ABORTED AUTOROTATION MANEUVER BUT THE ENG COULD NOT ACCELERATE THE MAIN ROTOR BLADES AT AN ADEQUATE RATE DUE TO THE LOW INERTIA-TYPE BLADES. THE ENG DID DRIVE THE BLADES INTO A CONE SHAPE WHICH DID NOT DEVELOP ADEQUATE LIFT TO PREVENT THE HARD TOUCHDOWN LANDING. THE SEPARATED SECTION OF TAIL BOOM AND TAIL ROTOR DRIVE SHAFT WERE FOUND A GREAT DISTANCE FROM THE WRECKAGE DRIVEN BY THE MAIN ROTOR BLADE WHICH WAS DRIVEN BY THE ENG UNDER POWER. THE DEFORMED MAIN ROTOR BLADES SHOWED EVIDENCE OF CONEING. THE ONE BLADE TIP CONTACTED THE SOD SURFACE AND BENT DOWNWARD. THE SKID ASSY SEPARATED DUE TO THE HARD TOUCHDOWN.

Brief of Accident (Continued)

File No. - 2752

6/13/85

DALLAS, TX

A/C Reg. No. N9075Y

Time (Lc1) - 1815 CDT

Occurrence #1 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. EMERGENCY PROCEDURE - IMPROPER - DUAL STUDENT
2. AUTOROTATION - IMPROPER - DUAL STUDENT

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. AIRCRAFT HANDLING - IMPROPER - DUAL STUDENT
4. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND

Occurrence #3 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR, SKID ASSEMBLY - SEPARATION
6. LANDING GEAR, SKID ASSEMBLY - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2739 6/14/85 BROWNSVILLE, TX A/C Reg. No. N23692 Time (Lcl) - 1030 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - AIR TRACTOR AT-301	Eng Make/Model - P & W R-1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LOS FRESNOS, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 040/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - 2800 FT SCATTERED	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4228
SE LAND	Months Since - 11	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 1395
		Instrument- 86
		Last 30 Days- UNK/NR
		Last 90 Days- 66
		Multi-Eng - 12

Instrument Rating(s) - NONE

-----Narrative-----

THE AG ACFT WAS DESTROYED WHEN IT FAILED TO PULL OUT OF AN AERIAL APPLICATION MANEUVER FOLLOWING THE INITIAL SWATH RUN OVER A FIELD. THE PLT STATED THAT AFTER MAKING HIS TURN TO RETURN TO THE FIELD, HE ATTEMPTED TO LEVEL THE ACFT AND RECEIVED NO RESPONSE FROM THE ELEVATOR CONTROLS. THE OPERATOR'S POST-ACDT EXAMINATION OF THE WRECKAGE REVEALED THAT AN "AN-410" BOLT WAS MISSING BETWEEN THE ELEVATOR TORQUE TUBE AND THE ELEVATOR HORNS. THE BOLT AND LOCK NUT WERE NOT FOUND IN THE WRECKAGE.

Brief of Accident (Continued)

File No. - 2739

6/14/85

BROWNSVILLE, TX

A/C Reg. No. N23692

Time (Lcl) - 1030 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. FLT CONTROL SYST,AILERON CONTROL - DISCONNECTED

Occurrence #2 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - OPEN FIELD
3. TERRAIN CONDITION - WET
4. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2762 7/15/85 SAGINAW, TX

A/C Reg. No. N32GT

Time (Lcl) - 1230 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	2	1	0
NONE	Pass	0	0	0	1

Type of Operation -AIR EVAC.
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - BELL HELICOPTER 206L-1
Landing Gear - SKID
Max Gross Wt - 2000
No. of Seats - 4

Eng Make/Model - ALLISON 250-C-28
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 435 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 7.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND
HELICOPTER

Age - 38
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 11015
Make/Model- 605
Instrument- 90
Last 24 Hrs - 7
Last 30 Days- UNK/NR
Last 90 Days- 14
Rotorcraft - 11015

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HELICOPTER HAD LANDED IN THE ROAD TO PICK UP AN INJURED AUTO ACCIDENT PATIENT. THE PLT MADE AN AERIAL CHECK PRIOR TO LANDING TO THE WEST IN A CALM WIND CONDITION. THE PATIENT WAS LOADED IN A SECURE STRETCHER AND ALL WAS READY FOR LIFTOFF. THE PLT STATED HE DID NOT OBSERVE THE TELEPHONE LINES ACROSS THE ROAD. THE HELICOPTER CONTACTED THE LINES ON THE ENGINE NACELLE COWLING WITH THE WIRES CONTINUING UP THE ROTOR MAST CAUSING THE PITCH CHANGE LINKS TO SEPARATE CAUSING LOSS OF HELICOPTER CONTROL AND RESULTING IN SURFACE IMPACT WITH THE ROAD.

Brief of Accident (Continued)

File No. - 2762

7/15/85

SAGINAW, TX

A/C Reg. No. N32GT

Time (Lc1) - 1230 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. VISUAL LOOKOUT - IMPROPER - PILOT IN COMMAND
 2. CLEARANCE - IMPROPER - PILOT IN COMMAND
 3. VISUAL LOOKOUT - 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

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2737 8/03/85 PORT ISABEL, TX A/C Reg. No. N4434N Time (Lc1) - 1730 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	1

-----Aircraft Information-----

Make/Model - NORTH AMERICAN AT-6	Eng Make/Model - PRATT WHITNEY R-1340-PC1	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - NO	
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	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CAMERON COUNTY
Wind Dir/Speed- 140/019 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8000/ 200
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling -	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 - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 2815
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 120
		Instrument- 268
		Multi-Eng - 2297
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS SUBSTANTIALLY DAMAGED WHEN IT UNDERSHOT THE RUNWAY AND CARTWHEELED DURING AN EMERGENCY LANDING FOLLOWING AN ENGINE FAILURE IN THE TRAFFIC PATTERN. THE PLT REPORTED THAT INITIAL EXAMINATION OF THE ENGINE REVEALED THAT INITIAL EXAMINATION OF THE ENGINE REVEALED THAT 4 CYLINDER HEADS WERE CRACKED AND SEPARATED FROM THE BARRELS. NO ADDITIONAL INFORMATION HAS BEEN RECEIVED REGARDING THE CAUSE OF THE ENGINE FAILURE.

Brief of Accident (Continued)

File No. - 2737

8/03/85

PORT ISABEL, TX

A/C Reg. No. N4434N

Time (Lcl) - 1730 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - CRACKED
2. ENGINE ASSEMBLY, CYLINDER - SEPARATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
4. TERRAIN CONDITION - NONE SUITABLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2757 8/06/85 LEVELLAND, TX

A/C Reg. No. N9807J

Time (Lcl) - 1515 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

	Fatal	Serious	Minor	None
	1	0	0	0
	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA A150M
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- 160/006 KTS
Visibility - 60.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 29
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 248
Make/Model- 248
Instrument- 3
Multi-Eng - 2
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD BEEN OBSERVED TO MAKE TAKEOFFS USING MAXIMUM UP ELEVATOR FOR LIFTOFF. THE ELEVATOR WAS FOUND IN A NINETEEN DEGREE UP POSITION AND BOTH THE LEFT HORIZONTAL STABILIZER AND ELEVATOR WERE BENT UPWARD AT THE TIP. THE DOWN ELEVATOR CLEVIS WAS OBSERVED JAMMED AGAINST A SECTION OF BULKHEAD PREVENTING THE PILOT FROM UTILIZING NOSE DOWN ELEVATOR PRIOR TO IMPACT. THE ACFT STALLED AND FELL INTO A NOSE DOWN LEFT SPIN, WHICH CONTINUED TO IMPACT.

Brief of Accident (Continued)

File No. - 2757

8/06/85

LEVELLAND, TX

A/C Reg. No. N9807J

Time (Lc1) - 1515 CDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation TAKEOFF

Finding(s)

1. AIRCRAFT HANDLING - ABOVE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
3. INDUCTION AIR CONTROL, CABLE - LOOSE
4. MAINTENANCE, INSPECTION OF AIRCRAFT - IMPROPER - PILOT IN COMMAND
5. MAINTENANCE, INSPECTION OF AIRCRAFT - IMPROPER - COPILOT
6. FLT CONTROL SYST, ELEVATOR CONTROL - LOSS, TOTAL
7. LIFT-OFF - IMPROPER - PILOT IN COMMAND
8. ELEVATOR - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2795 8/11/85 MORTON, TX A/C Reg. No. N6529Z Time (Lcl) - 1445 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Crew 0	1	0	0
Flight Conducted Under	-14 CFR 137	Pass 0	0	0	0
Accident Occurred During	-LANDING				

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Fire Crew 0
NONE Pass 0

-----Aircraft Information-----

Make/Model - PIPER PA-25-235
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2900
No. of Seats - 1

Eng Make/Model - LYCOMING O-540-B2B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 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- 120/003 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 55
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 3132 Last 24 Hrs - 6
Make/Model- 1960 Last 30 Days- UNK/NR
Instrument- 14 Last 90 Days- 77
Multi-Eng - 113

Instrument Rating(s) - NONE

-----Narrative-----

AFTER COMPLETING SEVERAL PASSES, THE ACFT WAS CROSSING A ROAD UNDER POWER LINES WHEN THE PROPELLER STRUCK A ROAD SIGN. THE ACFT SUBSEQUENTLY BECAME UNCONTROLLABLE AND IMPACTED IN AN ADJACENT FIELD, FLIPPED OVER AND SLID TO A STOP. THE PILOT STATED THAT HE WAS NOT AWARE THAT THE SIGN WAS THERE.

Brief of Accident (Continued)

File No. - 2795

8/11/85

MORTON, TX

A/C Reg. No. N6529Z

Time (Lc1) - 1445 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - UTILITY POLE
 2. CLEARANCE - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - SOFT
 5. TERRAIN CONDITION - ROUGH/UNEVEN
-

Occurrence #4 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2791

8/17/85

LUBBOCK, TX

A/C Reg. No. N714AE

Time (Lcl) - 2300 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	1

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Fire
NONE

Accident Occurred During - TAKEOFF

-----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- 160/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 12000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
FORT WORTH, TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - UNK/NR

Airport Proximity
ON AIRPORT

Airport Data

LUBBOCK INTL.
Runway Ident - UNK/NR
Runway Lth/Wid - 11500/ 150
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 21
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 84
Last 24 Hrs - 6
Make/Model- 84
Last 30 Days- UNK/NR
Instrument- 1
Last 90 Days- 67

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ADVISED THAT HE WAS CLEARED FOR AN INTERSECTION TAKEOFF ON RWY 17R. AFTER HIS RUN UP, THE PLT ATTEMPTED A NIGHT TAKEOFF TO THE NORTH ON AN UNLIGHTED TAXIWAY THAT RAN PARALLEL TO THE ACTIVE RUNWAY. CONTROLLERS ADVISED THE PILOT TO ABORT, WHICH HE DID, HOWEVER, HE WAS UNABLE TO STOP THE ACFT PRIOR TO RUNNING OFF THE END OF THE TAXIWAY. PLT STATED THAT HE HAD NOT APPLIED FULL BRAKING AS THE TAXIWAY WAS NOT LIT AND HIS LANDING LIGHT WAS INOP AND AS A RESULT HE COULD NOT SEE HOW MUCH TAXIWAY REMAINED. HE CITED HIS LACK OF FAMILIARITY WITH THE AIRPORT AS BEING THE REASON HE ATTEMPTED TO DEPART ON THE TAXIWAY. HE DID NOT EXPLAIN WHY HE ATTEMPTED TO DEPART TO THE NORTH WHEN HE WAS CLEARED TO SOUTH ON RUNWAY 17R.

Brief of Accident (Continued)

File No. - 2791

8/17/85

LUBBOCK, TX

A/C Reg. No. N714AE

Time (Lcl) - 2300 CDT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
2. WRONG RUNWAY - INADVERTENT USE - PILOT IN COMMAND
3. TERRAIN CONDITION - DIRT BANK
4. ABORTED TAKEOFF - ATTEMPTED - PILOT IN COMMAND
5. LIGHT CONDITION - DARK NIGHT
6. INTERPRETATION OF INSTRUCTIONS - IMPROPER - PILOT IN COMMAND
7. INSTRUCTIONS, WRITTEN/VERBAL - POOR - ATC PSNL(LCL/GND/CLNC)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,6

Factor(s) relating to this accident is/are finding(s) 5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2665 8/24/85 ABILENE, TX A/C Reg. No. N164RB Time (Lcl) - 1743 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
1	0	0	0

-----Aircraft Information-----

Make/Model - VALENTIN TAIFUN 17E
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 1804
No. of Seats - 2

Eng Make/Model - LIMBACH L 2000 EB 1.B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 80 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC

Wind Dir/Speed- 360/012 KTS
Visibility - 30.0 SM

Lowest Sky/Clouds - 4500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ABILENE, TX
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND
GLIDER

Age - 33
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 3247	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 GLIDER WAS THERMALING IN A SLOW RIGHT CLIMBING TURN ABOUT 600 FEET ABOVE GROUND LEVEL. WITNESSES STATED IT STARTED A RIGHT SPIRALING DESCENT AND THE NOSE SUDDENLY DROPPED UNTIL IT WAS IN A NEAR VERTICAL ATTITUDE. THE SPIRAL THEN DEVELOPED INTO A TIGHT RIGHT HAND SPIN WHICH CONTINUED UNTIL GROUND IMPACT OCCURRED. THE WITNESS ESTIMATED THE ALTITUDE AT 300 FEET ABOVE THE GROUND WHEN THE SPIN STARTED. SEVERAL DIFFERENT PILOTS WHO ARE QUITE FAMILIAR WITH GLIDER OPERATION STATED NO PILOT SHOULD ATTEMPT THERMALING (RECEIVING ADEQUATE LIFT FOR FLIGHT FROM RISING AIR CURRENTS) UNLESS HIS ALTITUDE IS AT LEAST 1000 FEET ABOVE GROUND LEVEL.

Brief of Accident (Continued)

File No. - 2665

8/24/85

ABILENE, TX

A/C Reg. No. N164RB

Time (Lc1) - 1743 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. PROPER ALTITUDE - NOT ATTAINED - PILOT IN COMMAND
3. STALL/SPIN

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. REMEDIAL ACTION - NOT POSSIBLE - 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) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2800 8/28/85 CONROE, TX A/C Reg. No. N6564D Time (Lcl) - 1800 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -BUSINESS	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					None
					1
					0

-----Aircraft Information-----

Make/Model - BEECH A36	Eng Make/Model - CONTINENTAL IO 520 BB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	D/FW AIRPORT, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CONROE, TX	MONTGOMERY COUNTY
Wind Dir/Speed- 080/010 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5400/ 150
Lowest Sky/Clouds - 4000 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	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2234
SE LAND, ME LAND	Months Since - 23	Make/Model- 89
	Aircraft Type - UNK/NR	Instrument- 438
		Multi-Eng - 497
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 17

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT WAS SUBSTANTIALLY DAMAGED DURING AN OFF-ARPT EMERGENCY LANDING FOLLOWING AN ENG FAILURE. DURING LANDING ROLL ACFT COLLIDED WITH A FENCE AND THE GEAR COLLAPSED. INVESTIGATION REVEALED ABOUT 13 GALLONS OF FUEL IN RIGHT FUEL TANK AND NONE IN THE LEFT TANK. DURING BASE LEG, WHILE FLYING ON THE RIGHT TANK, THE PLT HAD TO ENTER AN ABRUPT MANEUVER, WHEN HE SPOTTED ANOTHER ACFT ON FINAL. DURING THE MANEUVER THE ENGINE QUIT, AND IT IS SUSPECTED THAT THE RIGHT TANK MAY HAVE UNPORTED DURING THE TURN, INTERRUPTING THE FUEL FLOW TO THE ENG. NO DISCREPANCIES WERE NOTED WITH THE FUEL SYSTEM OF THE POWERPLANT DURING SUBSEQUENT INVESTIGATION.

Brief of Accident (Continued)

File No. - 2800

8/28/85

CONROE, TX

A/C Reg. No. N6564D

Time (Lcl) - 1800 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL SYSTEM, LINE - LOW LEVEL
3. MANEUVER - EXCESSIVE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2758 9/09/85 CADD0 MILLS, TX A/C Reg. No. N6262L Time (Lc1) - 0815 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
1
0

Minor
1
0

None
0
0

-----Aircraft Information-----

Make/Model - GREAT LAKES 2T-1A-2
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1580
No. of Seats - 2

Eng Make/Model - LYCOMING AEIO-360-B166
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP, CFI
SE LAND, ME LAND

Age - 30
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 5090
Make/Model- 290
Instrument- 377
Multi-Eng - 2878
Last 24 Hrs - 9
Last 30 Days- UNK/NR
Last 90 Days- 233

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI PIC STATED THE ENG LOST POWER WITH THE ACFT ABOUT 400 TO 500 FT AGL. HE COULDN'T RETURN TO THE ARPT DUE TO LACK OF ALTITUDE. HE ELECTED TO LAND IN THE PLOWED FIELD. THE ACFT TOUCHED DOWN AND FLIPPED INVERTED. THE AIR INDUCTION DUCT WAS FOUND COLLAPSED. IT SHOWED EVIDENCE OF WEAR. THE AIR FILTER SHOWED CONTAMINATES IN ABOUT ONE-THIRD OF THE ELEMENT.

Brief of Accident (Continued)

File No. - 2758

9/09/85

CADDO MILLS, TX

A/C Reg. No. N6262L

Time (Lc1) - 0815 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. INDUCTION AIR CONTROL, LINKAGE - DISTORTED
2. INDUCTION AIR CONTROL - DIRTY(FOGGY)
3. INDUCTION AIR CONTROL, LINKAGE - DETERIORATED
4. INDUCTION AIR CONTROL - DETERIORATED
5. INDUCTION AIR CONTROL, LINKAGE - FAILURE, PARTIAL

Occurrence #2 FORCED LANDING
Phase of Operation TAKEOFF - INITIAL CLIMB

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) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2761

9/14/85

MCLEAN, TX

A/C Reg. No. N74LF

Time (Lc1) - 1330 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	1	0	0	0
NONE	Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

-----Aircraft Information-----

Make/Model - PITTS SPL. S-1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 900
No. of Seats - 1

Eng Make/Model - LYCOMING IO320C1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 160 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 - UNK/NR
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
UNK/NR
Destination
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 28
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD LANDED THE PITTS SPECIAL ON THE HIGHWAY DUE TO LOW FUEL. AFTER THE FUEL SERVICE THE ACFT TOOK OFF AND THE PLT PERFORMED LOW ALTITUDE AEROBATICS THEN DEPARTED MAKING SLOW ROLLS BELOW A LOW OVERCAST. A WITNESS OBSERVED THE ACFT FLYING LOW OVER THE HIGHWAY GOING TOWARD RISING TERRAIN TOWARD AMARILLO. THE WRECKAGE WAS LOCATED IN A FIELD. THE ACFT HAD EVIDENTLY STALLED WHILE IN THE LOW OVERCAST AFTER INADVERTENT ENTRY BY THE NON-INSTRUMENT RATED PLT. EVIDENCE INDICATED THE ACFT HAD CONTINUED A SPINNING MANEUVER UNTIL SURFACE IMPACT. NO EVIDENCE OBSERVED OF ACFT OR ENGINE MALFUNCTION.

Brief of Accident (Continued)

File No. - 2761

9/14/85

MCLEAN, TX

A/C Reg. No. N74LF

Time (Lc1) - 1330 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PRESSURE - PILOT IN COMMAND
 3. WEATHER CONDITION - LOW CEILING
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)

4. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2736 9/18/85 MT. PLEASANT, TX A/C Reg. No. N95RA Time (Lcl) - 1900 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	2

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-32-300
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-K1A5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 49
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 600
Make/Model- 53
Instrument- 0
Last 24 Hrs - 10
Last 30 Days- UNK/NR
Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED HE LOST ENGINE POWER SHORTLY AFTER TAKEOFF. HE MADE AN EMERGENCY FORCED LANDING IN A GRASSY FIELD. AN EXAMINATION SHOWED A COLLAPSED FLEX AIR DUCT FROM THE AIR FILTER TO THE FUEL INJECTOR. A FORTY FIVE DEGREE METAL DUCT WAS NOT INSTALLED BETWEEN THE END OF THE DUCT AND THE FUEL INJECTOR. THE AIR FILTER WAS DIRTY.

Brief of Accident (Continued)

File No. - 2736

9/18/85

MT. PLEASANT, TX

A/C Reg. No. N95RA

Time (Lc1) - 1900 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, INJECTOR - IMPROPER
2. FUEL SYSTEM - DISABLED
3. MAINTENANCE, INSTALLATION - NOT CORRECTED - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2735 9/20/85 PLAINVIEW, TX A/C Reg. No. N1994T Time (Lcl) - 1517 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	3

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-28R-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC

Wind Dir/Speed- 360/006 KTS
Visibility - 3.000 SM

Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - 4000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GUTHRIE, TX
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - TRAFFIC ADVISORY
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

HALE COUNTY
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 - 45
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 123 Last 24 Hrs - 4
Make/Model- 14 Last 30 Days- UNK/NR
Instrument- 6 Last 90 Days- 123

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS SUBSTANTIALLY DAMAGED DURING AN EMERG LANDING FOLLOWING AN ENG FAILURE DUE TO FUEL EXHAUSTION. PLT STATED THAT DURING THE 2ND LEG OF HIS FLT, THE CEILING AND VISIBILITY DETERIORATED TO THE POINT THAT HE WAS UNABLE TO FIND THE ARPT AT HIS DESTINATION AND THAT HE USED UP HIS FUEL RESERVE LOOKING FOR IT. INVESTIGATION REVEALED THAT THE ACFT FLEW 4.2 HRS TO COVER A STRAIGHT LINE DISTANCE OF 269.5NM THAT WOULD NORMALLY TAKE AN ETE OF BETWEEN 1.63 HRS AND 1.73 HRS. THE WEATHER THROUGHOUT THE AREA WAS MARGINAL VFR TO BELOW VFR MINIMUMS. DURING WEATHER BRIEFING, PLT WAS WARNED THAT VFR WAS NOT RECOMMENDED. THE ACCIDENT OCCURRED WITHIN 5 NM OF THE DESTINATION ARPT.

Brief of Accident (Continued)

File No. - 2735

9/20/85

PLAINVIEW, TX

A/C Reg. No. N1994T

Time (Lc1) - 1517 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
 3. WEATHER CONDITION - OBSCURATION
 4. BECAME LOST/DISORIENTED
-

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

5. FLUID, FUEL - EXHAUSTION
 6. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - DITCH
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2794 9/21/85 MINERAL WELLS, TX A/C Reg. No. N629OR Time (Lcl) - 1010 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-INSTRUCTIONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	0	0	0	2
Accident Occurred During	-LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 172RG	Eng Make/Model	- LYCOMING O-360-F1A6	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2650	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

<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- 180/005 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds -</p> <p>Lowest Ceiling - 12000 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 FORT WORTH, TX</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 - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data MINERAL WELLS</p> <p>Runway Ident - 31</p> <p>Runway Lth/Wid - 4325/ 100</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</p> <p>SE LAND,ME LAND</p>	<p>Age - 23</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 950</p> <p>Make/Model- 110</p> <p>Instrument- 134</p> <p>Multi-Eng - 12</p>	<p>Last 24 Hrs - 5</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 157</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE MAIN LANDING GEAR COLAPSED DURING A TOUCH AND GO LANDING. THE LANDING GEAR WARNING CIRCUIT BREAKER HAD POPPED, AND THE INSTRUCTOR PILOT RECEIVED NO WARNING THAT THE GEAR WAS NOT FULLY EXTENDED.

Brief of Accident (Continued)

File No. - 2794

9/21/85

MINERAL WELLS, TX

A/C Reg. No. N6290R

Time (Lc1) - 1010 CDT

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, GEAR WARNING SYSTEM - FALSE INDICATION
 2. GEAR EXTENSION - MISREAD - CHECK PILOT
 3. ELECTRICAL SYSTEM, CIRCUIT BREAKER - POPPED/TRIPPED
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2790

9/28/85

MAYPEARL, TX

A/C Reg. No. N3414S

Time (Lcl) - 1045 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew				
Pass	0	0	0	1

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 182G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - 4000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
ROSWELL, NM

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PRIVATE
Runway Ident - 19
Runway Lth/Wid - 2180
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, ME LAND

Age - 48

Biennial Flight Review

Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 8000	Last 24 Hrs	- 1
Make/Model	- 3035	Last 30 Days	- UNK/NR
Instrument	- 50	Last 90 Days	- 15
Multi-Eng	- 500	Rotorcraft	- 3

Instrument Rating(s) - NONE

-----Narrative-----

PLT STATED THAT SHORTLY AFTER TAKEOFF, THE ENGINE FAILED COMPLETELY WITHOUT WARNING. HE SET UP FOR AND EXECUTED A FORCED LANDING IN A FIELD. DURING THE FLARE, ONE WING TIP STRUCK THE TOP OF A TREE AND DURING THE LANDING ROLL THE ACFT CROSSED SEVERAL TERRACES, COLLAPSING THE NLG AND BUCKLING THE FIREWALL. INVESTIGATION REVEALED THAT ACFT HAD HISTORY ON ENG FAILURES, TWO OF WHICH RESULTED IN ACCIDENTS. OWNER, WHO WAS AWARE OF ACFT'S HISTORY DENIED ACCESS TO THE ENG DURING INVESTIGATION, THEREFORE, CAUSE OF FAILURE WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 2790

9/28/85

MAYPEARL, TX

A/C Reg. No. N3414S

Time (Lc1) - 1045 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY - FAILURE, TOTAL
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - COMPANY/OPERATOR MGMT
3. ENGINE ASSEMBLY - UNDETERMINED

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
6. TERRAIN CONDITION - NONE SUITABLE

Occurrence #4 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

7. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,7

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2713 9/29/85 MOUNT VERNON, TX A/C Reg. No. N7554J Time (Lcl) - 1500 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	1	0	0
Pass	0	1	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91

Fire
NONE

Accident Occurred During - DESCENT - EMERGENCY

-----Aircraft Information-----

Make/Model - PIPER PA-28-R
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - LYCOMING IO360 SER
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 320/010 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 700 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BEAUMONT, TX
Destination
CLARKSVILLE, AR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 60
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	405	Last 24 Hrs -	5
Make/Model-	301	Last 30 Days-	UNK/NR	
Instrument-	15	Last 90 Days-	40	

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED HE RAN OUT OF GAS MANEUVERING UNDER AN OVERCAST TO FIND A SUITABLE LANDING SITE. HE HAD ATTEMPTED TO CIRCUMNAVIGATE A LARGE AREA OF SEVERE WEATHER BUT EXHAUSTED HIS FUEL SUPPLY. HE STATED THAT THE ENGINE QUIT AND HE STALLED THE AIRCRAFT AT TREE TOP LEVEL. GROUND IMPACT WAS ATTENUATED BY THE TREES. THE ACCIDENT WAS WITNESSED BY A PATROLMAN, AND RESCUE WAS ALMOST IMMEDIATE.

Brief of Accident (Continued)

File No. - 2713

9/29/85

MOUNT VERNON, TX

A/C Reg. No. N7554J

Time (Lcl) - 1500 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION
5. UNSUITABLE TERRAIN - INADVERTENT - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5

Factor(s) relating to this accident is/are finding(s) 4

**National Transportation Safety Board
Washington, D.C. 20594**

Brief of Accident

File No. - 2789 10/07/85 HOUSTON, TX A/C Reg. No. N4302F Time (Lc1) - 1742 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	3
NONE	Pass	0	0	0	0

Type of Operation -FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - FAIRCHILD F-27
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 39115
No. of Seats - 46

Eng Make/Model - ROLLS-ROYCE 514-7
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 1535 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- 140/009 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 4000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TAMPAS, FL
Destination
HOUSTON, TX

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

HOUSTON HOBBY
Runway Ident - 22
Runway Lth/Wid - 7600/ 150
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, ATP
SE LAND, ME LAND

Age - 35
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - F-27

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3561 Last 24 Hrs - 5
Make/Model- 1512 Last 30 Days- UNK/NR
Instrument- 350 Last 90 Days- 7
Multi-Eng - 3100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT VEERED LEFT OFF THE RUNWAY SHORTLY AFTER TOUCHDOWN, COLLAPSING THE NOSE GEAR. WINDS AT THE TIME WOULD HAVE RESULTED IN DIRECT CROSSWIND OF 9 KNS. THE CREW THAT WAS CONTRACTED TO FERRY THE ACFT NOTED, WHEN THEY PICKED IT UP, THAT THERE WERE SEVERAL OPEN EQUIPMENT DISCREPANCIES, INCLUDING ONE THAT STATED THAT THE PRIMARY PROP GROUND FINE PITCH CONTROL SYS WAS INOP. PRIOR TO THE ACCIDENT LNDG, THE CREW HAD MADE 2 LANDINGS USING THE SECONDARY SYS, WHICH INVOLVED ENGAGING THE GUST LOCK ON, MOMENTARILY AFTER TOUCHDOWN, TO ENGAGE THE PROP CONTROLS. THE PIC STATED THAT THIS PROCEDURE WAS DONE AFTER TOUCHDOWN AND THAT AT THE SAME TIME HE NOTICED THE ACFT VEERING LEFT. HE COULD NOT CORRECT WITH EITHER RUDDER OR NOSE GEAR STEERING.

Brief of Accident (Continued)

File No. - 2789

10/07/85

HOUSTON, TX

A/C Reg. No. N4302F

Time (Lc1) - 1742 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, ELECTRIC PITCH CTL - INOPERATIVE
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

3. WEATHER CONDITION - CROSSWIND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6. INSUFFICIENT STANDARDS/REQUIREMENTS, OPERATION/OPERATOR - COMPANY/OPERATOR MGMT
7. FLIGHT CONTROL, ELEVATOR SURFACE - ENGAGED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2760 10/10/85 ROSHARON, TX

A/C Reg. No. N87769

Time (Lcl) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	1	0
Pass		0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER J3C-65
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL A65
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/010 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
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP, CFI
SE LAND, ME LAND, SE SEA

Age - 31

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4731	Last 24 Hrs	- 1
Make/Model-	200	Last 30 Days-	UNK/NR
Instrument-	500	Last 90 Days-	19
Multi-Eng	- 2700		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED HE WAS ON A LOCAL FLT AND AT ABOUT 200 FT ABOVE THE SURFACE THE ACFT STALLED AND COLLIDED WITH THE SURFACE BEFORE RECOVERY COULD BE ACCOMPLISHED. HE SAID HE FAILED TO MAINTAIN FLYING SPEED.

Brief of Accident (Continued)

File No. - 2760

10/10/85

ROSHARON, TX

A/C Reg. No. N87769

Time (Lc1) - 1700 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)

1. AIRSPEED - IMPROPER USE OF - 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. - 2788 10/11/85 HOUSTON, TX A/C Reg. No. N5341W Time (Lc1) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

MINOR

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE
Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 2

Eng Make/Model - LYCOMING O-360-A1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND, ME LAND

Age - 40
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 950	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 PASSENGERS STATED THAT THE PILOT WAS UNABLE TO OBTAIN HIGHER POWER SETTINGS ON A GO-AROUND FROM A LOW APPROACH TO AN AIRPORT, AND ELECTED TO LAND ON A RURAL STREET. AN EXAMINATION OF THE ENGINE REVEALED INSECT NESTS IN THE INTAKE MANIFOLD AND WATER IN THE GASOLINE.

Brief of Accident (Continued)

File No. - 2788

10/11/85

HOUSTON, TX

A/C Reg. No. N5341W

Time (Lc1) - 1700 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL

Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. FUEL SYSTEM, CARBURETOR - BLOCKED(PARTIAL)
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FLUID, FUEL - CONTAMINATION

Occurrence #2 ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - UTILITY POLE(MARKED)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2798 12/30/85 ARLINGTON, TX A/C Reg. No. N8948M Time (Lcl) - 0700 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

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - BEECH B33
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3000
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-K
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 225 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- 180/010 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds -
Lowest Ceiling - 500 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
PRYOR, OK

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ARLINGTON MUNICIPAL
Runway Ident - 16
Runway Lth/Wid - 4000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 53

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 600	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	50

Instrument Rating(s) - NONE

-----Narrative-----

INSPIRE OF AN ADVERSE WEATHER FORECAST, THE NON-INSTRUMENT RATED PILOT TOOK OFF INTO PRE-DAWN FOG AND LOW CEILINGS. THE ACFT IMPACTED THE GROUND IN A STEEP DESCENDING TURN AFTER BEING OBSERVED MANEUVERING AT A LOW ALTITUDE. NO ENG, AIRFRAME, OR INSTRUMENT MALFUNCTIONS WERE DISCOVERED.

Brief of Accident (Continued)

File No. - 2798

12/30/85

ARLINGTON, TX

A/C Reg. No. N8948M

Time (Lcl) - 0700 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - FOG
2. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. LIGHT CONDITION - NIGHT

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

5. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
6. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6,7

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. - 2647	3/01/85	RICHFIELD, UT.	A/C Reg. No. N8112R	Time (Lcl) - 1315 MST
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire NONE	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91		Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECH E33-C	Eng Make/Model - CONTINENTAL IO-520-B	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 285 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 140/006 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - PRECAUTIONARY LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) COMMERCIAL SE LAND</p>	<p>Age - 65</p> <p>Biennial Flight Review Current - YES Months Since - 22 Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours) Total - 3800 Make/Model- 3 Instrument- UNK/NR Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR Last 30 Days- UNK/NR Last 90 Days- 33 Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE WAS RETURNING TO THE ARPT AND WAS ON THE BASE LEG OF THE TRAFFIC PATTERN WHEN HE EXPERIENCED A PARTIAL LOSS OF ENG PWR. THE PLT STATED THAT WHEN HE TURNED ON THE BOOST PUMP, PWR WAS RESTORED FOR A SHORT TIME. HE CONTINUED TO STATE THAT HE COULD NOT RESTORE SUFFICIENT PWR TO MAINTAIN FLT. AN EMERGENCY LANDING WAS EXECUTED IN AN OPEN FIELD. POST CRASH EXAM OF THE ENG REVEALED NO EVIDENCE OF A MECHANICAL MALFUNCTION OR FAILURE. THE PLT HAS 2.5 HOURS OF FLT TIME IN THIS MAKE AND MODEL ACFT. THE PLT STATED THAT HE MANAGED TO GET THE ENG STARTED ON BASE LEG AFTER THE INITIAL PWR LOSS BY USING THE FUEL BOOST PUMP. HE STATED THAT AFTER THE ENG STARTED HE FLIPPED THE BOOST PUMP SWITCH OFF AND THE ENG IMMEDIATELY LOST PWR AGAIN. THE PLTS HANDBOOK (FLT MANUAL) STATES THAT THE PUMP SHOULD BE ON FOR AN AIR START & LEFT ON IF THE FUEL PUMP IS SUSPECTED OF FAILURE LOSS OF FUEL PRESSURE WITH BOOST PUMP OFF. THE PLT INDICATED THE START PROCESS WAS REPEATED SEVERAL TIMES WITH SIMILIAR RESULTS.

Brief of Accident (Continued)

File No. - 2647

3/01/85

RICHFIELD,UT

A/C Reg. No. N8112R

Time (Lcl) - 1315 MST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. AIRPORT FACILITIES - FAILURE,PARTIAL
2. FUEL SYSTEM,PUMP - FAILURE,PARTIAL
3. REMEDIAL ACTION - NOT UNDERSTOOD - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
5. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
6. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE,INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2715 8/17/85 CEDAR CITY, UT A/C Reg. No. N54168 Time (Lc1) - 1925 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	DESTROYED		Fatal	Injuries	
Type of Operation - PERSONAL	Fire	Crew	1	Serious	Minor
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	3	0	0
Accident Occurred During -DESCENT				0	0
				0	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 - 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	ST. GEORGE, UT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 170/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 60.0 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 - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 72
SE LAND	Months Since - 6	Make/Model- 21
	Aircraft Type - 152	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TOOK THREE OF HIS FRIENDS UP FOR A PLEASURE FLT IN THE LOCAL AREA OF CEDAR CITY, UTAH. VMC PREVAILED AT THE TIME. THE PLT CONTINUED TO CLIMB HIS ACFT AS IT PASSED OVER RISING TERRAIN. THE FLT TERMINATED IN A BOX CANYON WITH HIGH TERRAIN ON ALL SIDES. THE ACFT IMPACTED THREES AND WAS DESTROYED IN A POST ACCIDENT FIRE. THERE WERE NO SURVIVORS.

Brief of Accident (Continued)

File No. - 2715

8/17/85

CEDAR CITY,UT

A/C Reg. No. N54168

Time (Lcl) - 1925 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. JUDGEMENT - POOR - PILOT IN COMMAND
 3. AIRSPEED - UNCONTROLLED - PILOT IN COMMAND
 4. ALTITUDE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 6. TERRAIN CONDITION - RISING
-

-----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. - 2771

8/21/85

VERNAL, UT

A/C Reg. No. N7497L

Time (Lcl) - 0651 MDT

-----Basic Information-----

Type Operating Certificate - ON-DEMAND AIR TAXI
Name of Carrier - CALIFORNIA AIR CHARTER, I
Type of Operation - SCHEDULED, DOMESTIC, CARGO
Flight Conducted Under - 14 CFR 135
Accident Occurred During -

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-31B-310
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6500
No. of Seats - 2

Eng Make/Model - LYCOMING TIO-540 SER
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
SALT LAKE CITY, UT
Destination
VERNAL, UT

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

VERNAL
Runway Ident - 34
Runway Lth/Wid - 6605/ 150
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed - 300/004 KTS

Visibility - 40.0 SM

Lowest Sky/Clouds - 8000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision - NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - STRAIGHT-IN

VALLEY/TERRAIN FOLLOWING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 36

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - PA-31B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1556

Make/Model - 207

Instrument - 152

Multi-Eng - 322

Last 24 Hrs - 0

Last 30 Days - 153

Last 90 Days - 350

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT CANCELLED HIS IFR PLAN AND BEGAN DESCENT FROM 13000 FT IN PREPARATION FOR LANDING AT VERNAL, UT. THE ACFT IMPACTED GROUND IN WINGS LEVEL ATTITUDE UNDER POWER. PLT WAS SERIOUSLY BURNED BY POST-CRASH GROUND FIRE. INVESTIGATION REVEALED NO EVIDENCE OF FLIGHT CONTROL FAILURE PRIOR TO IMPACT. IT WAS LEARNED PLT HAD FLOWN SMALL ACFT FROM SALT LAKE CITY TO PRICE, UT, AND TO PIERRE, SD, THE DAY BEFORE THE ACCIDENT. PLT RETURNED TO SALT LAKE CITY AT 0200 ON DAY OF ACCIDENT. ACCIDENT FLT DEPARTED SALT LAKE CITY AT 0600. FAA PHYSICIAN OPINED THAT PLT WAS ASLEEP AT IMPACT. ACFT WAS FLYING INTO RISING SUN.

Brief of Accident (Continued)

File No. - 2771

8/21/85

VERNAL,UT

A/C Reg. No. N7497L

Time (Lcl) - 0651 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - NORMAL

Finding(s)

1. TERRAIN CONDITION - GROUND
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. IMPROPER USE OF FACILITY,FATIGUE(CHRONIC) - PILOT IN COMMAND
4. TERRAIN CONDITION - OPEN FIELD
5. IMPROPER USE OF FACILITY,FATIGUE(LACK OF SLEEP) - PILOT IN COMMAND
6. LIGHT CONDITION - DAWN

-----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. - 2695 5/29/85 W. BRATTLEBORO,VT A/C Reg. No. N23LV Time (Lcl) - 2015 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	3	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - BELL 206B
Landing Gear - SKID
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 319 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/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
BRATTLEBORO,VT
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg. - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, SE SEA
HELICOPTER

Age - 48
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - 206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1338
Make/Model- 533
Instrument- 0
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 36
Rotorcraft - 1163

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LOST PWR DURING NORMAL CRUISE. THE PLT ATTEMPTED TO AUTOROTATE INTO A CLEARING IN THE TREES. POST ACCIDENT EXAM DISCOVERED AN AIR LEAK IN THE FUEL CONTROL. THE PRESSURE COMPRESSOR DISCHARGE (PCD) LINE "B" NUT WAS DISCONNECTED FROM THE FUEL CONTROL. THIS CAUSED THE ENG TO REDUCE PWR TO FLT IDLE.

Brief of Accident (Continued)

File No. - 2695

5/29/85

W. BRATTLEBORO,VT

A/C Reg. No. N23LV

Time (Lc1) - 2015 EST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM,FUEL CONTROL - IMPROPER
 2. FUEL SYSTEM,FUEL CONTROL - LEAK
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2700 4/12/85 OKANOGAN, WA A/C Reg. No. N9QA Time (Lcl) - 0700 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 133	Fire	0	0	0	1
Accident Occurred During	-DESCENT	NONE	0	0	0	0
		Crew				
		Pass				

-----Aircraft Information-----

Make/Model	- HILLER UH-12E	Eng Make/Model	- LYCOMING VO-540-B1A	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2750	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 3	Rated Power	- 305 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	OKANOGAN, WA	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed	ATC/Airspace	- N/A
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- N/A
Obstructions to Vision	Type of Clearance	- N/A
Precipitation	- NONE	Runway Surface
Condition of Light	Type Apch/Lndg	- N/A

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current	- UNK/NR
HELICOPTER	Months Since	- UNK/NR
	Aircraft Type	- UNK/NR
	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) - HELICOPTER

-----Narrative-----

DURING AN AERIAL APPLICATION FLT, THE ACFT COLLIDED WITH A POWER LINE AT ABOUT 30 FT AGL. THE ACFT THEN ROLLED TO THE RIGHT & STRUCK THE GROUND. THE ACCIDENT OCCURRED ABOUT 5 MIN AFTER THE ACFT HAD DEPARTED THE SPRAY AREA.

Brief of Accident (Continued)

File No. - 2700

4/12/85

OKANOGAN,WA

A/C Reg. No. N9QA

Time (Lcl) - 0700 PST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CRUISE

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2750 8/26/85 SPRING GREEN,WI A/C Reg. No. N3541 Time (Lcl) - 1905 CDT

-----Basic Information-----

Type Operating Certificate	-NONE (GENERAL AVIATION)	Aircraft Damage						
		DESTROYED						
Type of Operation	-PERSONAL	Fire		Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 91	NONE		Pass	0	Serious	Minor	None
Accident Occurred During	-DESCENT				0	1	0	0
					0	0	0	0

-----Aircraft Information-----

Make/Model	- ROGER W. STIGEN EAA BIPLANE SR-Eng	Make/Model	- CONTINENTAL C8512F	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 1012	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 1	Rated Power	- 85 HP			

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	OFF AIRPORT/STRIP	
Method	- N/A		
Completeness	- N/A	Airport Data	
Basic Weather	- VMC	TRI-COUNTY	
Wind Dir/Speed	- 300/003 KTS	Runway Ident	- 27
Visibility	- 7.0 SM	Runway Lth/Wid	- 4050/ 50
Lowest Sky/Clouds	- 5500 FT SCATTERED	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 - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- UNK/NR
SE LAND	Months Since - 19	Make/Model	- 250
	Aircraft Type - UNK/NR	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
			Last 24 Hrs - UNK/NR
			Last 30 Days - UNK/NR
			Last 90 Days - UNK/NR
			Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

EAA BI PLANE N3541, PILOTED BY JOHN BOATRIGHT, AND REGISTERED TO FREEBORN COUNTY AIRCRAFT INC., ALBERT LEA, MINNESOTA, SUSTAINED SUBSTANTIAL DAMAGE DURING A LANDING APPROACH TO RUNWAY 27 AT THE LONE ROCK AIRPORT AT APPROXIMATELY 1900 CDT ON AUGUST 26, 1985. THE PILOT-IN-COMMAND AND SOLE OCCUPANT OF THE AIRCRAFT RECEIVED SERIOUS INJURIES. MR. BOATRIGHT REPORTED THAT HIS ATTENTION WAS DIVERTED AS HE REDUCED POWER TURNING FINAL. HE STATED THE AIRCRAFT ENTERED A SPIN. HE STATED HE RECOVERED FROM THE SPIN, BUT WAS TOO LOW TO AVOID COLLISION WITH GROUND. VISUAL METEOROLOGICAL CONDITIONS PREVAILED, AND NO FLIGHT PLAN WAS FILED.

Brief of Accident (Continued)

File No. - 2750

8/26/85

SPRING GREEN,WI

A/C Reg. No. N3541

Time (Lc1) - 1905 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
 3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2710 10/14/85 NEW LISBON, WI A/C Reg. No. N606OE Time (Lcl) - 0723 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
Type of Operation	-PERSONAL	DESTROYED		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire		0	0	1	0
Accident Occurred During	-LANDING	NONE		0	1	1	0
		Crew					
		Pass					

-----Aircraft Information-----

Make/Model	- BEECH K35	Eng Make/Model	- CONTINENTAL IO-470-C	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	- 5	Rated Power	- 250 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	OSHKOSH, WI	MAUSTON-NEW LISBON UNION
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	Type of Clearance	- UNK/NR
Lowest Ceiling	Type Apch/Lndg	- DIRT
Obstructions to Vision	- FORCED LANDING	Runway Status
Precipitation		- UNK/NR
Condition of Light		

-----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	Total	- 245
SE LAND	Months Since	Make/Model	- 50
	Aircraft Type	Instrument	- 7
		Multi-Eng	- 10
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- 10

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, ACFT PREFLIGHT, ENGINE RUNUP AND WARM UP WERE NORMAL. TAKEOFF AND INITIAL CLIMB UP TO APPROX 300 FT AGL WERE NORMAL ALSO. AT THIS POINT THE ENGINE QUIT AND THE PLT PERFORMED A FORCED LANDING IN A CLOVER FIELD BELOW HIM. THE ACFT WAS SUBSTANTIALLY DAMAGED DURING THE FORCED LANDING. FOLLOWING THE ACCIDENT THE ENGINE WAS TEST-RUN ON A TEST BENCH UP TO 2500 RPM. THE ONLY DISCREPANCY NOTED WAS THAT THE ENGINE RAN ROUGH ON THE LEFT MAGNETO.

Brief of Accident (Continued)

File No. - 2710

10/14/85

NEW LISBON,WI

A/C Reg. No. N6060E

Time (Lc1) - 0723 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. ENGINE ASSEMBLY - UNDETERMINED
2. ELECTRICAL SYSTEM - UNDETERMINED
3. FUEL SYSTEM - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. TERRAIN CONDITION - NONE SUITABLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2707 12/15/85 DODGEVILLE, WI A/C Reg. No. N8458H Time (Lcl) - 1545 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	2

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-28-181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - LYCOMING O-360A4M
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 - ACFT RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 300/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
IOWA CITY, IA
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

DODGEVILLE
Runway Ident - 30
Runway Lth/Wid - 2740/ 75
Runway Surface - ASPHALT
Runway Status - SNOW - CRUSTED

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 35
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 88
Make/Model- 6
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

AFTER A X-COUNTRY FLT AND DURING THE LANDING ROLL THE ACFT STARTED TO DRIFT LEFT ON THE SNOW COVERED RWY. THE LEFT MAIN GEAR THEN ENCOUNTERED DEEPER SNOW CAUSING THE ACFT TO SWING TO THE LEFT AND RUN INTO A SIX-FT SNOWBANK.

Brief of Accident (Continued)

File No. - 2707

12/15/85

DODGEVILLE, WI

A/C Reg. No. N8458H

Time (Lcl) - 1545 CST

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
3. TERRAIN CONDITION - SNOW COVERED
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
6. TERRAIN CONDITION - SNOWBANK
7. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5,7

Factor(s) relating to this accident is/are finding(s) 3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2718 8/06/85 CHEYENNE, WY A/C Reg. No. N8662F Time (Lcl) - 1300 MDT

-----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	-CRUISE	IN FLIGHT	Pass 0	0	0	1

-----Aircraft Information-----

Make/Model	- HUGHES 369D	Eng Make/Model	- ALLISON 250 C-20B	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2100	Engine Type	- TURBOSHAFT		
No. of Seats	- 4	Rated Power	- 420 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/011 KTS</p> <p>Visibility - 60.0 SM</p> <p>Lowest Sky/Clouds -</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>CHEYENNE, WY</p> <p>Destination</p> <p>WHEATLAND, WY</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - COMPANY (VFR)</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND</p> <p>HELICOPTER</p>	<p>Age - 59</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 6</p> <p>Aircraft Type - 369D</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 8000</p> <p>Make/Model- 2000</p> <p>Instrument- 700</p> <p>Multi-Eng - 2500</p> <p>Last 24 Hrs - 4</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 76</p> <p>Rotorcraft - 3500</p>
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Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE FLT WAS A PIPELINE PATROL OPERATION. WHILE IN FLT, SMOKE WAS OBSERVED IN THE CABIN. THE PLT MADE AN UNSUCCESSFUL AUTOROTATION RESULTING IN SUBSTANTIAL DAMAGE TO THE HELICOPTER. INVESTIGATION REVEALED THE SMOKE WAS FROM AN INFLIGHT ENG COMPARTMENT FIRE. THERE WERE NO REPORTED INJURIES TO THE PLT AND HIS PAX.

Brief of Accident (Continued)

File No. - 2718

8/06/85

CHEYENNE,WY

A/C Reg. No. N8662F

Time (Lc1) - 1300 MDT

Occurrence #1 FIRE
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LUBRICATING SYSTEM,OIL GASKET - IMPROPER
2. MAINTENANCE,INSTALLATION - IMPROPER - COMPANY MAINTENANCE PSNL
3. MAINTENANCE,100 HOUR INSPECTION - POOR - COMPANY MAINTENANCE PSNL
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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. - 2774 8/18/85 TORRINGTON, WY A/C Reg. No. N3336F Time (Lcl) - 2115 MDT

-----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 -MANEUVERING			0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182J	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- UNK/NR</p> <p>Precipitation - UNK/NR</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point NEW CASTLE, WY</p> <p>Destination LARAMIE, WY</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data TORRINGTON MUNI</p> <p>Runway Ident - 28</p> <p>Runway Lth/Wid - 5700/ 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>PRIVATE</p> <p>SE LAND</p>	<p>Age - 48</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 23</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 150</p> <p>Make/Model- UNK/NR</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD A LIMITATION ON HER CERTIFICATE THAT PROHIBITED FLIGHT AT NIGHT. THE FLT WAS CONDUCTED AT NIGHT AND WHILE ENROUTE THE PLT DIVERTED TO THE TORRINGTON ARPT. THE RWY IS EQUIPPED WITH PLT ACTIVATED LGTS. A WITNESS STATED THAT THE ACFT CIRCLED SEVERAL TIMES WITH THE LND LGT ON AS IF TO LAND. THE ACFT CRASHED SHORT OF RWY 28. THE TERRAIN EAST OF THE RWY IS SIGNIFICANTLY LOWER. THE RWY LIGHTS HAD NOT BEEN OPERATED.

Brief of Accident (Continued)

File No. - 2774

8/18/85

TORRINGTON,WY

A/C Reg. No. N3336F

Time (Lc1) - 2115 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
7. TERRAIN CONDITION - RISING
8. 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) 1,4,6,8

Factor(s) relating to this accident is/are finding(s) 2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2720 9/27/85 EVANSTON,WY A/C Reg. No. N5322U Time (Lc1) - 0015 MDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage					
	NONE		Fatal		Injuries	
Type of Operation - PERSONAL	Fire	Crew	0	1	Minor	0
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	1	0	0
Accident Occurred During - MANEUVERING					None	0

-----Aircraft Information-----

Make/Model - CESSNA TU206G	Eng Make/Model - CONTINENTAL TS10-520-M	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SALT LAKE CITY,UT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	EVANSTON
Wind Dir/Speed- 160/006 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7300/ 100
Lowest Sky/Clouds - UNK/NR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 18000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----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,CFI	Current - YES	Total - 1246
SE LAND,ME LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - 206	Make/Model- 36
		Last 30 Days- UNK/NR
		Instrument- 114
		Last 90 Days- 116
		Multi-Eng - 214

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT SAID THE ENG QUIT AS HE WAS TURNING FROM BASE LEG TO FINAL APCH FOR RWY 24 AT EVANSTON (WY) ARPT. THE ACFT CRASHED AS THE PLT MANEUVERED FOR AN EMERG LANDING. DISASSEMBLY AND EXAMINATION OF THE ENG DISCLOSED NO REASON ON WHY THE ENGINE FAILED. THE MIXTURE CONTROL WAS FOUND IN A LEANED POSITION AND THE FUEL CONTROL WAS FOUND AGAINST THE IDLE CUT-OFF STOP. THE ACFT HAD BEEN CRUISING AT 10,500 FT. AND WAS LANDING AT AN ARPT SITUATED AT AN ELEVATION OF 7,162 FT.

Brief of Accident (Continued)

File No. - 2720

9/27/85

EVANSTON, WY

A/C Reg. No. N5322U

Time (Lcl) - 0015 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. LIGHT CONDITION - NIGHT
 2. MIXTURE - NOT USED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

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) 2

Factor(s) relating to this accident is/are finding(s) 1,3

NTSB-AAB-86-28

Brief Format

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